Weather
Partly cloudy weather today. The maximum temperature yesterday was 83.9 and the minimum 68.9, the figures for the corresponding day last year being 86.9 and 66.7.

THE CHINA PRESS
大陸報

Today's paper consists of 42 pages in three sections

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TUCHUN OF KIRIN IN REVOLT; HARBIN HEARS OF FIGHTING

Fudiadian In Panic Over Report Of Hostilities In Manchuria

BANK MOVES CASH

Branch Of Russo-Asiatic Transfers Its Treasury From City

PEKING GETS NEWS

Government Learns That Meng En-yuan Refuses To Be Deposed

(Reuter's Pacific Service)

Harbin, July 11.—Rumors of fighting between the troops of the Military Government of Kirin and Mukden Provinces have caused a panic in Fudiadian where the branch of the Russo-Asiatic bank has transferred its treasury to the bank in the new town.

Many Chinese are drawing money from the Chinese banks and depositing it in foreign banks. However, the news that the conflict had been settled produced the effect of quietening down the panic.

Peking Hears Meng En-yuan Has Declared Independence

(From Our Own Correspondent)

Peking, July 9.—The Peking Government has received word from Kirin Province that Tuchun Meng En-yuan, far from accepting his new post as Hui Wei General in Peking, has declared his independence, following in this action the precedent set by himself two years ago. The same report says that Meng has the united Kirin soldiery behind him and that he is in complete control of Changchun and Kirin cities.

Unofficial reports received here from Kirin indicate that Meng is being aided by the Japanese with funds and military supplies and this rumor is a source of considerable anxiety to the Central Government. In view of the unsettled situation in Siberia and the Mongolian problem that has been created by Semenoff it has been the policy of Peking to work for a united Manchuria and it was for this reason only that Tuchun Meng was promoted to a post in the capital.

Government's Position Difficult

Japanese support of Meng, if actually given either directly or indirectly, is certain to stiffen his powers of resistance and the Government will be faced with one of two alternatives as a result of such support. It will either have to instruct General Chang Tso-lin to enforce the Presidential mandate relieving Meng of his post in Kirin, an order which is likely to end in a battle between Chang's and Meng's forces, with the additional likelihood of official Japanese intervention based on Japan's predominant interests in Manchuria; or it will be obliged to yield as gracefully as possible to Meng and leave him in Kirin, just as it did two years ago. This latter alternative has the disadvantages, from the point of view of the Government, of loss of face, of impairing the unity of the Chinese forces sent from Manchuria to the Mongolian frontier, and of leaving in Manchuria a discordant element that is likely to be a source of future trouble and hence of direct intervention by Japan.

WAR RISK INSURANCE PROFITABLE TO BRITAIN

Report Made To Commons That It Reached Approximate Total Of £16,000,000

(Reuter's Service)

London, July 7.—In the House of Commons today, replying to Mr. R. P. Houston, Sir Auckland Geddes said the Government had made a profit of approximately £16,000,000 from premiums on shipping war-risk insurance.

Libau Blockade Lifted, Copenhagen Reports

Lettish Government Headed By Ulmanis Is On Way To Riga

(Reuter's Service)

Copenhagen, July 7.—The blockade at Libau has been raised.

The Lettish Government headed by Ulmanis, is proceeding to Riga.

Paraae Tonight Starts Celebration Of July 14th In French Concession

Lantern Procession Leaves Municipal Building At 8:45 O'clock; Review And Children's Pageant Open Program Tomorrow

A monster lantern parade, to start at the French Municipal Hall on Rue du Consulat tonight at 8:45 o'clock, will usher in the two-day celebration of the 130th anniversary of the Fall of the Bastile. Tonight and tomorrow night the French Concession will be ablaze and the illumination promises to eclipse previous efforts. Public buildings in the concession have been decorated with Allied flags and bunting.

Throughout the Concession, the French celebrate the first peace-time "Quatorze Juillet" in five years and the 1919 observance will be also in the nature of a victory celebration.

An elaborate program will take place at Verdun Garden tomorrow morning when a detail from the French gunboat, Doudart de Lagree; firemen of the French Concession and the French and Annamite police are to be inspected and reviewed by Mr. A. Wilden, Consul-General for France. The review will be followed by a pageant in which hundreds of children, dressed in the costumes of the various French provinces, are to take part. The boys and girls will also march past the French Consul-General and his staff. The review will take place at 8:30 o'clock.

To Decorate French Marine

Sergeant David, a Marine on the Doudart de Largee, is to be decorated with the Military Medal of France "for conspicuous bravery on the Western front." Mr. David won the medal for gallantry in action at Dixmude and on the Yser where he was with a brigade of French Marines.

Vice Admiral William L. Rodgers, Commander of the Asiatic Fleet of the American navy, and his staff, will be in the reviewing stand and will witness the decoration of the French Marine.

A special reviewing stand has been reserved for Allied officers and men who have returned from the front or who have seen service in the war. Seating accommodation has also been prepared for the general public in a stand behind the reviewing base where the French Consul-General will receive the salute of the units as they march past.

Two Receptions Tomorrow

Two receptions will be held tomorrow. The French Consul-General will hold a reception at 11:30 o'clock at the Consulate-General and the French Club will have open house beginning at 12:15 o'clock.

There will be a concert tomorrow afternoon at the Cercle Sportif, to begin at five o'clock, and the Municipal Band of the International Settlement will play a concert at the French Park tomorrow night, beginning at nine o'clock.

Moving pictures will be screened at Boulevard Montigny tonight and tomorrow night and at the French Park tomorrow night.

Lantern Parade Tonight

Thousands of Chinese will march in the lantern parade tonight and many thousands are expected to gather to see the procession.

The route of march will be along Rue du Consulat to the French Bund, Avenue Edward VII, Rue Montauban, Rue du Consulat, Rue Kraetzer, Rue du Cimitiere, Avenue Joffre, Route Voyron and disbanding at the French Park.

French Traffic Regulations

The following traffic regulations will be in force in the French Concession today and tomorrow:

Verdun Garden—Tomorrow the entrance of vehicles is forbidden. Vehicles will be stationed in Avenue Joffre.

Route Voyron—On the evenings of Sunday and Monday, vehicular traffic will be forbidden on the part of Route Voyron passing through the Koukaza Public Garden. The public may enter the Garden only by the gate in Route Voyron, near the Cercle Sportif. The entrances in Route Vallon, Rue Moliere and Avenue

(Continued on Page 6)

MILITARY PAGEANT PART OF LONDON CELEBRATION

All Allied Troops To March On July 19 Which Will Be Day Of Rejoicing

(Reuter's Service)

London July 7.—The Government is making elaborate arrangements for the national rejoicing on the 19th. The chief feature will be the march through London of over 18,000 men and women representing all the British forces, the Mercantile Marine and the forces of the Dominions, India, the United States, France, Italy, Japan and Belgium. China, Siam and the other friendly Powers have also been invited to send representative detachments.

The procession will assemble in Hyde Park and march via South London to Whitehall, where it will salute a memorial which is to be erected to the heroic dead; thence to the Mall, where the King will take the salute.

The river pageant has been postponed for the present but it may be held early in August.

The afternoon will be devoted to a general rejoicing, especially for children, and evening illuminations and fireworks, including a great display in Hyde Park, where there will also be a choral festival.

Paris, July 7.—Preparations are being made for the great Victory celebrations on the 14th, a force of 85,000 poilus will participate in a triumphal procession and in guarding the routes.

BRITISH FORCE IS SENT AGAINST TURK BRIGANDS

Regiment To Go From Caucasus To Umisos District On The Black Sea

(Reuter's Service)

London, July 7.—Reuter's Agency learns that it has been decided to despatch an English regiment from the Caucasus to the Umisos district, on the south coast of the Black Sea, in consequence of the presence there of bands of Turkish brigands. The transfer of troops has commenced.

CONGESTION IN CABLES TAKEN UP IN COMMONS

Pointed Out British Business Interests Are Suffering From Delays

(Reuter's Service)

London, July 7.—In the House of Commons today, at question-time, the heavy delays of cable traffic, especially with regard to the Far East, were criticised and attention was directed to the fact that British business interests were prejudiced.

In reply Mr. A. H. Illingworth, Postmaster-General, pointed out that the delays to outward full-rate cables to Egypt, India and the Far East had recently been reduced by a day but the homeward traffic had not yet been accelerated and transmission was taking five to seven days owing to the volume of traffic and the continued interruption of an important cable in the Mediterranean but every effort was being made to restore that cable and its repair was expected at an early date.

He could not add anything with regard to the service to Canada and South Africa to the reply given on July 3. There was a s... me on foot for extended wireless facilities which he hoped would be carried out shortly. It should extend wireless very considerably.

With regard to the proposed abolition of the cable censorship, a number of members drew attention to the disabilities under which British overseas trade is languishing. Mr. Winston Churchill regretted that it was found impossible to combine a certain degree of censorship with the use of private codes but a relaxation of the present restrictions was necessarily imminent. "If it is prolonged for a few weeks more, it is only because the general state of the world makes it difficult to give up supervising and controlling these activities."

Korean Nobles Given Deferred Sentences

Penalties Are Announced In Cases Of Viscount Kim And Viscount Yi

(Reuter's Pacific Service)

Seoul, July 11.—Viscount Kim has been sentenced to two years' imprisonment and Viscount Yi to eighteen months. The execution of both sentences is deferred for three years.

Elaborate Burial Services Of Martyred British Nurse

Funeral services for Edith Cavell. Photo:

Before the remains of immortal Edith Cavell were taken across the Channel for services at Westminster Abbey, and their subsequent interment in the British soil for which she gave her life, solemn services were held at Brussels. The coffin, draped with the Union Jack and guarded by British soldiers, was taken to and from the cathedral on a gun carriage.

COLONEL OF "OLD 69TH" PAYS BRIEF VISIT HERE

Colonel W. J. Donovan, Commander Of Famous Rainbow Division Regiment

Colonel William J. Donovan, colonel of the famous "Fighting 69th" regiment of New York, more technically the 165th U. S. Infantry of the Rainbow Division, who has been given the highest decorations awarded by France and will probably be awarded the Congressional gold medal, paid a flying visit to Shanghai Friday and left yesterday morning for a journey into Siberia with the American Ambassador to Japan.

Colonel Donovan does not talk for publication regarding the war. In fact the big reason for his coming to the Far East was to escape the publicity that he found hard to dodge in the States. He slipped quietly into Shanghai from Peking to see Mrs. Donovan off for home on the Empress and then slipped quietly out again to join Ambassador Morris at Harbin and journey on to Omsk for a survey of the Siberian situation. But though Colonel Donovan—his name appears as plain William Donovan on the hotel register—will not talk about it himself, the work of his regiment and of himself stand on the books as one of the most glorious pages in America's war history.

Is Great Regiment

The "Old 69th," as tradition has known the regiment since its great Civil War record, participated in five major operations and the defense of four sectors during the war in France in which it suffered casualties of fifty percent. It began active operations in February, 1918, in the Luneville sector where, in the next month it withstood the most terrific attack made by the Germans in that sector, losing 400 men and winning the highest commendation from the French general commanding. On July 4 the regiment went into the Champagne sector to help stave off the great German offensive aimed to open up the roads to Chalons, Epernay and Paris. Here the Rainbow Division with other units of the French army, in the words of the French General, "broke the efforts of fifteen German divisions supported by ten others," frustrating the advance on the Marne. Immediately the 165th entrained for the Chateau-Thierry and went to relieve a French division in the Foret de Fere, attacking on July 27 and threw the Germans back across the Ourcq.

Wins Decoration

In the assault on Meurcy Farm, one of the fiercest fights of the war, Colonel Donovan was decorated for exceptional bravery in the face of the enemy. The regiment then participated in the St. Mihiel offensive and afterward in the second phase of the Argonne-Meuse offensive and on October 11 during the assault on the Kriemhilde-Stellung Colonel Donovan, commanding the assault battalions at the time, lay for 11 hours in a shell hole directing the efforts of his troops after he had been severely wounded.

The "69th" was first to send its patrols into Sedan, though under orders from higher authorities it ceded the entry into the historic French town to the French.

Colonel Donovan in peace times is a prominent lawyer in Buffalo, New York. He hopes to return to his law business soon.

Kaiser's Extradition Not Yet Asked For

Steps Being Taken In Matter, However, Bonar Law Tells Commons

(Reuter's Service)

London, July 7.—In the House of Commons today, during question time, Mr. A. Bonar Law stated that the Allies hitherto have made no formal representations to Holland with regard to the extradition of the ex-Kaiser but necessary steps are being taken in that connection.

How Decision Was Reached

Paris, July 7.—Inquiries have elicited that President Wilson was present at the Council when the decision to try the Kaiser in London was reached.

It was during the last week of the Conference at a meeting of the Council of Four that Mr. Lloyd George raised the question, suggesting that he presumed his colleagues did not object to the trial of the Kaiser in London. He looked round. No one answered him, nay, M. Clemenceau nodded assent. This was recorded unofficially.

GOVERNORSHIP CAUSE OF UNREST IN CANTON

Popular Anger Is Stirred Up To High Pitch Over Question Of Appointment

(Reuter's Pacific Service)

Hongkong, July 12.—The Canton Times remarks that a veritable storm of public indignation is breaking over the city of Canton. The voice of popular protest becomes louder each day while the wrath of the people is striking very close to those who have flaunted their contempt for the will of the citizens. The order issued by the Chamber of Commerce declaring the suspension of all business carried with it very ominous forebodings. Like Shanghai, Canton may experience the inconveniences of a general strike.

The people are using the last weapon they possess as their appeals to those in authority have been disregarded. The administrative directors of the Military Government either dare not settle the question of the Civil Governorship or wish to shift the responsibility on others, thus shirking their plain duty to the incensed people.

Thus far the peoples of the Southwest have loyally supported the Military Government. Are they now going to forfeit the support of the people by weakly confessing their inability to make an appointment in the very province in which their headquarters is situated? If so the Constitutionalist cause will become irreparably discredited both in the eyes of the Chinese and foreigners.

Rebellion Threatens King Of The Hedjaz

(Reuter's Service)

Paris, July 8.—The King of the Hedjaz, whose son Emir Faisul was conspicuous at the Peace Conference, is reported to be threatened by a rebellion of the Wahabits, a mussulman sect which is anti-foreign.

AFRICAN RAIL ORDERS IN U.S. UP IN COMMONS

Reasons Given Why Purchase Could Not Be Made In United Kingdom

(Reuter's Service)

London, July 7.—In the House of Commons today, Mr. R. P. Houston asked why the South African Government recently placed in the United States orders for 44,000 tons of rails, 1,000 cars and 250 trucks and in the United States and Canada orders for 70 large locomotives, instead of Great Britain, in view of the necessity for the employment of people here and maintaining Great Britain's export trade.

Lieut.-Colonel Amery, Under-Secretary for the Colonies, said that some of these orders were placed before the armistice, when it was impossible for Great Britain to supply railway material. The British offers respecting the price and date of delivery for 70 locomotives were so unfavorable that South Africa was obliged to go further afield. He was glad to say forty of them had been ordered in Canada.

Lieut.-Colonel Amery continued, in view of Mr. Houston's question, which seemed, doubtless unintentionally, to imply that it was undesirable that the South African Government should purchase material from Canada rather than from Great Britain, he recalled that the policy on which the governments of the Empire were agreed was that of preference in contracts to the produce and manufactures of the Empire, not merely of the United Kingdom. The contractors of Great Britain could not expect preference from the other governments of the Empire except as against foreign countries.

Replying to a further question, Lieut.-Colonel Amery said he understood the South African Government actually did its very best to place the orders in Great Britain and negotiated with the manufacturers at length.

GERMANS KEEN TO START REBUILDING IN FRANCE

Hope In This Way To Create Better Feeling Toward Themselves

(Reuter's Service)

Paris, July 8.—M. Clemenceau, during a personal visit to the devastated area, assured the sufferers from the German devastations that Germany would pay the whole sum exacted as reparations by the Peace Treaty.

The Germans are reported to be very much interested in complaints made to the French Government by the inhabitants of the devastated areas that reconstruction is proceeding slowly.

They believe that if Germans assist in rebuilding these districts it will give the opportunity to create better feeling towards themselves.

R34 ENDED FLIGHT OVER OCEAN WITH LAST OF ITS FUEL

Had 40 Minutes' Supply Of Petrol When It Landed At Mineola

DELAYED BY GALE

Girder Breaks As Craft Is Fighting Way In 50-Mile Wind

STOWAWAY FOUND

Log Tells Of Clouds And Fog With Only Rare Views Of Water

(Reuter's Service)

London, July 7.—When the R34 arrived it had only forty minutes supply of petrol left.

The most dangerous and exciting moments were when it encountered two electrical storms between Newfoundland and Nova Scotia. The wind suddenly rose to fifty miles an hour and the big craft was tossed from side to side in a manner which can only be compared to rocking on a tempestuous sea. The crew almost gave up hope. This break in the cruise seriously depleted the petrol supply as the storm lasted for thirty hours.

At the outset of the voyage there was anxiety lest the R34 should be unable to ascend sufficiently to skirt the hills of Northern Scotland owing to the sixteen-ton weight of petrol.

Stowaway Discovered

Mineola, July 7.—An ex-member of the crew of the R34 was discovered as a stowaway six hours after leaving Scotland.

Meets With Accident

Mineola, July 7.—A rise of the temperature caused the R34 to rise 300 feet owing to a girder breaking. The airship was saved by the efforts of 300 men seizing the ropes. The nose of the gasbag was ripped for six feet, but it can be easily repaired. Since the accident the airship will be held down until its return journey, which begins on the morning of the 8th.

Record Of Voyage

Mineola, July 6.—The log of the R34 is a very interesting record of the voyage, giving a graphic account of the life on board.

Nearly every entry speaks of cloudy conditions obscuring the view of the water, which was rarely seen except at brief intervals. Nothing was sighted on its surface except two icebergs.

The airship was alternately ploughing through dense fog, soaring in the sunshine above a thick cloud-carpet or speeding between upper and lower layers of clouds.

First Sight Of Land

Land was first sighted for a moment at 1:50 p.m. on the 4th, after which the cloud conditions improved. The log records flying 800 feet above huge pine forests, the scent of which the crew inhaled with delight.

The crew lived in comparative comfort, breakfast consisting of ham and an egg each and tea. The other meals were beef and potatoes, chocolate, etc. The food was cooked on the engine exhaust. A gramophone playing the latest jazz tunes was a very popular feature of the equipment.

The sleeping arrangements were very cosy, hammocks swung in the interior of the hull. There was little noise or vibration on board. The crew worked in two watches of fifteen each.

BRITAIN ABOUT TO BEGIN BORING CHANNEL TUNNEL

Preliminary Work Completed Says Committee Report To House Of Commons

(Reuter's Service)

London, July 7.—In the House of Commons today, at a meeting of the Channel Tunnel Parliamentary Committee, Sir William Bull stated that everything is ready, soundings had been taken and the engineer appointed. There was no difficulty in regard to finance.

It was resolved that the construction of the tunnel should be commenced and the Government should be asked to give its support.

AGRICULTURAL INQUIRY TO OPEN IN BRITAIN

Sir William Peat To Preside Over Commission Named For Investigation

(Reuter's Service)

London, July 7.—In the House of Commons today Mr. A. Bonar Law announced that Sir William Pea would preside over a Royal Commission on Agriculture which would inquire into the economic prospects of Great Britain, especially as regards the adjustment of the balance between the prices of agricultura commodities and the cost of production, the remuneration of labor and conditions of employment.

PACIFIC MAIL AGENTS HERE FOR CONFERENCE

Company's Representatives At Ports Of Far East To Meet With Local Agent

Representatives of the Pacific Mail Steamship Company from Manila, Hongkong, Singapore, Yokohama and Kobe arrived here yesterday and will hold a week's conference with Mr. W. L. Johnstone, Shanghai Agent, and Mr. W. A. Young, General Passenger Agent at San Francisco, who came to Shanghai after a tour of the Far Eastern ports.

The agents will exchange ideas and discuss the passenger and freight situation in the Far East.

Mr. R. C. Morton, General Agent for the Orient; Mr. W. W. Campbell, General Agent for Japan; Mr. J. O. Sheppard, Agent at Hongkong; Mr. H. F. Palmer, Agent at Singapore, and Mr. M. H. Hunt, Kobe Agent, will participate in the conference with Messrs. Young and Johnstone. Messrs. Morton, Sheppard and Palmer came from Hongkong on the Empress of Russia and Messrs. Campbell and Hunt arrived from Japan on the Kasuga Maru.

LEGISLATION FOR ALIENS DISCUSSED IN COMMONS

Nature Of Measure Recently Adopted By Dominion Of Canada Is Explained

(Reuter's Service)

London, July 7.—Replying to Lieut.-Colonel Arthur Murray, Lieut.-Colonel Amery, Under-Secretary for the Colonies, said he believed Canada was the only Dominion which had recently legislated regarding the immigration of aliens. An act had been passed there which enabled the prohibition, until otherwise ordered, of the entry of immigrants who had been enemy aliens. This regulation was being enforced but did not apply to nationalities which hitherto had been technically subjects of enemy nations but who had declared independence or whose independence had been recognised by the Peace Conference or whose Government had been placed under a mandatory Power.

America And France Honor Hoche's Memory

General's Body Is Removed To Point Where He Forced Crossing Of Rhine

(Reuter's Service)

Paris, July 8.—America joined hands with France in honoring the memory of General Hoche when his remains were transferred to a new burial place near Weissenburg, on the Rhine, at the base of the monument recently erected to mark the locality where the French armies under General Hoche forced the passage of the Rhine in 1793.

Dr. Hopkyn Rees Takes Petition To Premier

Local Organisations Ask Lloyd George's Sympathetic Aid For China

An appeal to the British Premier, Mr. Lloyd George, for his sympathetic assistance to China will be made by 13 local organisations through Dr. W. Hopkyn Rees, general secretary of the Christian Literature Society of China, who is leaving for England on a year's furlough by the Mishima Maru today. Dr. Rees is a native of the same town as the British Premier and has been a close friend of Mr. Lloyd George since childhood. Local educational bodies at a meeting Friday decided to request Dr. Rees to forward the petition to the British Premier.

Dr. Rees has been in China for 36 years and succeeded Dr. Timothy Richard, whose death was recorded early this year, as the general secretary of the Christian Literature Society of China. He was one of the directors of the language school of the British Chamber of Commerce and one of the members of the educational committee of the Municipal Council.

The petition to Mr. Lloyd George will be signed by the Western Returned Students' Union, the Kiangsu Educational Association, the Vocational Educational Association of China, the Shanghai City Educational Association, the Bureau for the Encouragement of Education in Shanghai, the World Chinese Students' Federation, the Shanghai Students' Union, the China Continuation Committee, the Chinese Y.M.C.A., the National Committee of the Y.M.C.A., the Chinese Y.W.C.A., the National Committee of the Y.W.C.A. and the Shanghai Christian Union.

The petition was prepared by a committee consisting of Mr. Y. S. Tsao, general secretary of the Western Returned Students' Union; Dr. T. H. Lee, president of Fu Tan College; Mr. Shen Hsin-chiang, of the Kiangsu Educational Association, and Messrs. Huang Tah-wei and Chen Ching-yi.

U. S. MAIL ARRIVES

A good sized letter mail was received at the United States Post Office yesterday afternoon, brought partly by the Javary and partly in a trans-shipment from the Tenyo Maru. The mail was all distributed to the boxes by last night.

SPLIT IS WIDENING IN RANKS OF ANFUITES

Developments In Peking Seem To Indicate Groups Within Club Are Growing Apart

(From Our Own Correspondent)

Peking, July 9.—The disagreements among members of the Anfu Club lately, occurring both in public parliament meetings and in cabinet sessions, indicates a general breaking up of the party into groups divided over questions of a new cabinet, the internal peace settlement and foreign diplomacy. Two main party divisions are now precipitating, one the reactionary group, led by Little Hsu, whose personal influence is widespread, and by the representative in Peking of General Ni Shih-chung, Tuchun of Anhui; the second group of moderates, led by Wang Yi-tang, the parliamentary leader of the party. This moderate group is reading in the signs of the times the need of a policy more conciliatory to public opinion, while the reactionary group still clings to the old methods of militarism, secrecy and private profit.

Neither group has a definite foreign policy to meet the present crisis. The moderates, seeing that the popular feeling against the peace treaty provisions was too strong, decided to risk foreign enmity to gain domestic peace, and tried to sweep on the tide of patriotic enthusiasm by passing in parliament at the last moment a resolution against the signing.

Little Hsu Stand Patter

Hsu Shu-cheng, on the other hand, whose main idea of a foreign policy is to drive bargains with the Japanese foreign office, is still fighting desperately for giving way to the Shantung decision in the treaty.

Both parties feel the immediate need of money to carry on their administration, and money can only be obtained through foreign sources. Both appear to be opposed to any international loan board which would prevent Chinese officials from playing with government funds to suit themselves. They realise that foreign lenders will be dubious about loaning money to China until peace is definitely settled between the North and South.

The moderate group therefore propose to reconvene the peace conference, using the present patriotic wave as a motive for smoothing over some of the friction between the two sides and inducing the Southern delegates to renounce their more extreme demands. The group under Hsu, on the other hand, proposes to unite the military party in the South with the military of the North, thus dividing the councils of military and civil leaders, and inducing the maintenance of military forces for internal purposes by stirring up trouble on the Northern and Northwestern frontiers.

President Busy Man

The President, himself a compromise candidate, continues to negotiate furiously with all factions. His recent telegram to Paris instructing the delegates to negotiate direct with Japan for the return of Kiaochow would indicate a concession to the counsels of General Hsu. His attempts to reassemble the Northern internal peace delegation at Shanghai indicates his moderate domestic policy. The discussions over the cabinet indicate compromise again. Chow Shu-mou as premier would be merely a stopgap, while the officials under him must be parceled out between the various groups. If the President would definitely take sides with the progressive element of popular opinion represented in parliament, he might win over the moderates of the Anfu Club and break military rule.

Offices Are Closed In Commemoration Of Chang Hsun's Fall

Local Chinese Bureaus Suspend Business In Celebration Of Monarchy Move's Failure

In commemoration of the fall of Chang Hsun's monarchical movement two years ago, local Government bureaus with the exception of the Admiralty House were closed for public business yesterday.

Mayor Shen Pao-chang of Shanghai city was the host at a dinner given to the local officials at the Yi Tse Shan Restaurant, Foochow Road, last night. Over 20 guests were present. In view of the amount of work on hand at the Admiralty, Admiral K. K. Lang ordered that the holiday need not be observed by his staff.

In the International Settlement, the Foreign Bureau, the Customs House, the Mixed Court and a number of other offices were closed for public business.

BOLSHEVIKI NEAR PERM CHECKED, SAYS REPORT

Official Statement Tells Of Fighting In Other Areas In Siberia

(Reuter's Pacific Service)

Harbin, July 11.—An official communique from the Siberian army dated the 7th states:

In the direction of Perm all the enemy's attempts to break the resistance of four lines have failed.

In the direction of Kungursk our troops are energetically opposing the advance of the enemy.

In the direction of Sterlitomak there is fierce fighting.

In the Krasno-Ufimsk region there is artillery activity.

In the direction of Ufa our troops are bravely opposing the overwhelming enemy forces.

In the direction of Penza our advancing detachments carried the town of Balasheff and Pada Station.

Elsewhere the situation is unchanged.

It is understood conditions are normal at Ussurilsk. The railway will shortly be restored. The majority of the press at Vladivostok accuse the strikers.

EMPRESS OF RUSSIA SAILS WITH BIG LIST

Tenders For C. P. O. S. Liner Given Noisy Send-Off At Customs Jetty

Taking 250 passengers leaving last night on the Canadian Pacific Ocean Services Liner Empress of Russia, two tenders were given a noisy send-off as they swung into the stream from the Customs Jetty at six o'clock. Thousands of crackers were fired from sampans by well wishers, bidding farewell to their friends.

The liner left for Japan ports and Vancouver with many prominent passengers including Signor Carlo Garbasso, former Italian Minister to Peking; who goes to join the new Italian Cabinet; Mr. William Potter, formerly American Ambassador to Italy; Lieut.-Col. K. F. Baldwin, Military Attache to the American Embassy at Tokio; Mr. J. Harold Dollar and family, Mr. and Mrs. W. S. Jackson, Mr. E. C. Wilson, British Consul at Hankow; Captain H. D. Marriott, commander of the British gunboat Kinsha; Mr. J. J. Keegan, Mr. D. W. Crawford, Mr. and Mrs. Eric Moller, Messrs. Hayley Morriss, E. S. Kadoorie and others.

Mr. R. D. Pinneo, who is returning to Seattle after a tour of the Far East in the interests of the Admiral Line, also left on the Empress. Mr. Pinneo established offices throughout the Far East for his company.

Before leaving Shanghai Mr. Pinneo was the guest at tiffin of United States Consul-General Thomas Sammons. Other guests were Admiral W. L. Rodgers, Captain George E. Spangler, of the United States Railway Mission to Siberia; Mr. J. J. Gorman, General Agent in the Far East for the Admiral Line, and Mr. F. C. Charman, Agent for the line in Shanghai. During the brief program of speeches it was suggested that one of the Admiral Line's new ships be named after Admiral Rodgers. The Admiral thanked the company for the mark of esteem but suggested that it would be better, if such a step were contemplated, to name the vessel after his father, who was a naval man in the East in the early days, having helped chart the seas in this part of the world.

DRINK
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The Perfect Water

The Only Good Fairy in Real Life Is the Bank Book

To him that HATH shall be given; and from him that hath NOT, shall be taken away even that which he hath.

The good things of this world gravitate toward the man with the SAVINGS account.

Ready money at the psychological moment, the hour of OPPORTUNITY, has been the making of many successful careers.

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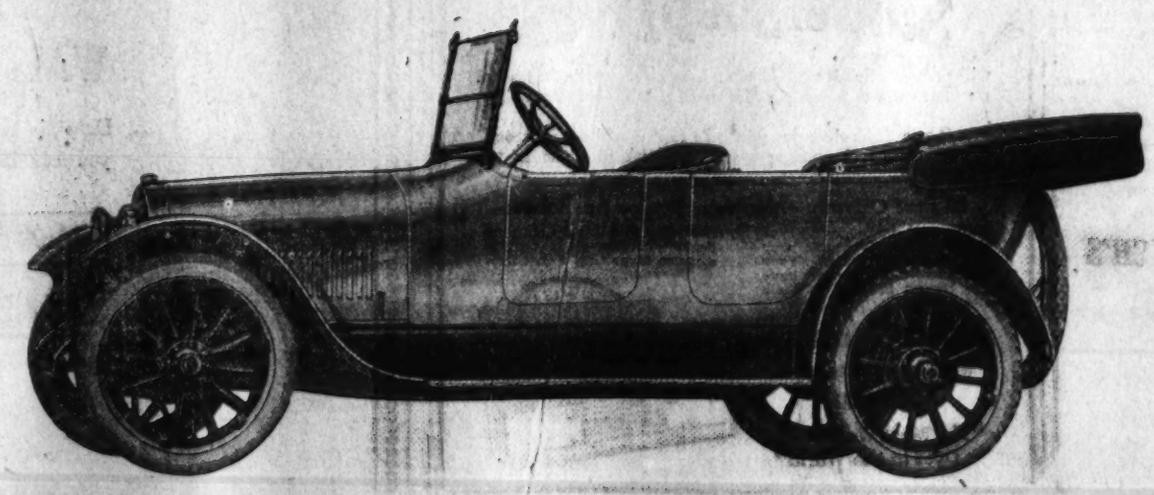

JAPAN APOLOGISES FOR ASSAULT ON BRITON

Makes Reparation For Soldiers' Attack On Missionary Woman In Changchun

(*From Our Own Correspondent*)

Peking, July 9.—The case of Miss Crawford, an English missionary, who was assaulted by Japanese railway guards last winter in Changchun has been satisfactorily settled between the British Legation and Tokio. An official apology has been made by the Japanese authorities and a gift presented to the mission Miss Crawford represents as a token of regret for the occurrence.

Owing to the remoteness of the place where the event occurred and the difficulty of tracing the acts of government employes so far from the home office in Tokio, the case has presented difficulties. The facts, as published, are as follows: while walking along the railway track near Changchun in Manchuria Miss Crawford was stopped as she approached some Japanese godowns by Japanese railways guards with fixed bayonets. When prevented from passing she tried to go back, was stopped, arrested, tied up and transferred from one place of detention to another, assaulted and finally released after five or six hours of captivity.

The case was referred by the British authorities to local officials, and finally taken to Tokio. The Japanese authorities to whose attention it was brought immediately saw the seriousness of the case and the need for reparation. Some difficulty was encountered in negotiating with the military officers in Manchuria, but finally when the facts were obtained at Tokio, satisfactory reparation was made.

CHINA'S PEACE OUTLOOK CONTINUES TO IMPROVE

Leaders In North And South More Conciliatory In Recent Exchanges

(*From Our Own Correspondent*)

Peking, July 9.—The domestic peace outlook continues to improve, the betterment in the situation being largely the result of a more conciliatory attitude on the part of the Northern and Southern leaders. While little definite action towards the conclusion of national peace has been taken thus far, telegrams that have passed between the Northern and Southern Governments and the informal exchange of views between the delegates now at Shanghai have, in the opinion of Peking officials, assured the success of the coming conference at Shanghai.

In this connection the Peking Government yesterday received a telegram from Tsen Chun-hsuan, one of the directors of the Canton Military Government, stating that the South, like the North, was eager for peace and urging Peking to send a delegation to Shanghai with all possible despatch in order that the consultations with Tang Shao-yi and his colleagues might be resumed. He said that the South would put no obstacles in the way of the modification of the "Eight Demands."

Wang and Chiang, the two Northern delegates now at Shanghai, have informed the Government that Tang Shao-yi is of the opinion that the North should conduct preliminary peace negotiations directly with the Canton Government, as an understanding between the two governments will facilitate the labors of the coming peace conference. The Peking Government has fallen in with this suggestion by despatching a cable to Canton urging the necessity of national unity in the face of the present diplomatic crisis and requesting that Tang Shao-yi be instructed to lay before the Northern delegates the maximum concessions that the South is prepared to make.

The North is not, however, prepared to send a full delegation to Shanghai before there is a reasonable assurance that its representatives will be in a position to come to a final understanding relative to peace with the Southern delegates.

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HABERDASHERY, etc., etc.

News Brevities

The French Mail liner Andre Lebon with the French mails of June 22, will arrive at Saigon on Thursday, and may be expected to arrive at Shanghai on Sunday, July 27.

* * *

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., for the British forces from Mesdames Graham, J. B. Manley, H. Neal, F. Ramplin, H. H. Girardet, R. Bryson, Messrs. R. F. C. Master, H. M. Gorton, F. C. Butcher, E. M. Ezra, T. W. Tuckey (Pukow), I. Tuxford, W. Strom, H. H. Fox, A. R. C. Newburgh, P. Lessner, A. F. A. Wallace, E. J. Loureiro, A. A. Brady, S. W. Wolfe, N. E. B. Ezra, E. F. Cooke, British Postal Agent, Tientsin, Evans and Sons, Butterfield and Swire, A. P. C. Mess (Soochow) and "Anon."

* * *

Northbound tramway traffic on Chekiang Road was interrupted for a considerable time yesterday afternoon shortly after 3 o'clock when a public ricsha and a municipal public works department motor truck collided near the corner of Peking Road. The wires of the ricsha wheels were so completely wound round the axle of the truck that the smaller vehicle had to be practically demolished before the motor car could be set in motion.

* * *

Captain and Mrs. Hillman arrived in Shanghai from Hongkong by the C.N. steamer Tean yesterday.

* * *

Mr. D. K. Grady, formerly of The China Press, left for Vancouver yesterday on the Empress of Russia.

* * *

Mr. H. H. Harrison of Messrs. Norton and Harrison of Manila, accompanied by Mrs. Harrison, arrived from Manila yesterday on the Empress of Russia.

* * *

The Pacific Mail Steamship Company freighter Diabolo, with 800 tons of cargo for local merchants, will arrive at Shanghai tomorrow. The Diabolo will sail to Singapore and Calcutta via Manila.

* * *

Mr. R. J. Clark, United States Consul, leaves this morning on the Mishimi Maru for Liverpool. Mr. Clark will visit England and will then go to the United States.

Rice Famine Threatens In Northern Kiangsu

According to a telegram received by the local Students' Union from the Christians' Society of Haichow, Kiangsu, locusts have made their appearance in that district and the price of rice has leaped ten percent. Coupled with the reports that certain merchants are exporting rice to Japan, it is stated that a famine is threatened. The message urged the Shanghai organisations to see to it that no cereal is smuggled to the islands.

DENY PEKING'S REQUEST TO LIFT ARMS EMBARGO

Stand Is Taken By Diplomatic Corps That Agreement Cannot Be Broken

(*From Our Own Correspondent*)

Peking, July 9.—The recent request of the Chinese Government that the Diplomatic Corps consent to raising the arms embargo agreement of May 5, 1919, in the case of an arms contract made by the Ministry of War with a Japanese munitions firm is to be refused. The Peking Government, as will be remembered, based this request on four points, the chief of which were that China is no longer in a state of war and that the arms are urgently needed for the equipment of the Mongolian Expeditionary Force.

The Japanese Legation has conveyed to the Dean of the Diplomatic Corps its opposition to the lifting of the embargo on shipments of arms and ammunition to China by Japanese subjects and the other legations have long since conveyed notice of the act to their respective governments and have no intention of permitting any exceptions to this ruling.

A formal reply covering this case will be sent to the Foreign Office in a few days.

AT WAR WITH GERMANY 53 YEARS, ASKS PEACE

Delegate Of Small European Nation Goes To Paris To Open Negotiations With Foes

Vienna, May 24.—Prince Edward of Liechtenstein left here today for Paris in an effort to obtain peace at the peace conference on the ground that he wishes to conclude peace with Germany, with which Liechtenstein has been in a state of war for fifty-three years. Prince Edward carries credentials from Prince Johann II, the reigning Prince of Liechtenstein, and is accompanied by the President of German-Austria, Dr. Seitz.

The prince said he was a strong supporter of the league of nations. He will lay before the peace conference a protest against the joining of the province of Vorarlberg to Switzerland on the ground that the residents of Liechtenstein wish to be left alone and not cut off from Austria. Prince Johann owns real estate valued at $40,000,000 in Austria.

Liechtenstein, the third smallest state in Europe, lies between the province of Vorarlberg and Switzerland. It has a population of about 10,000.

For more than two centuries Liechtenstein was a German state, but in 1866, when Austria and Prussia went to war, Liechtenstein changed its allegiance to Austria. It is probable that diplomatic relations were severed at that time, which may account for the fact that Liechtenstein has considered itself in a state of war with Germany.

The small state has no army and its inhabitants pay no direct taxes. The government is a constitutional monarchy. Prince Johann, who is one of the wealthiest citizens of Austria, resides mostly at Vienna.

Liechtenstein declared its neutrality in the European war in June, 1915, but it was included in the area under commercial blockade by the Allies.

China Political Notes From Chinese Press

A general strike of shops took place in Canton Friday over the question of the Civil Governor. The Canton Government is formulating plans to save the situation and will probably comply with the wishes of the public by appointing Dr. Wu Ting-fang the Civil Governor of the province.

Another straw vote for Mr. Chou Shu-mou was cast by Parliament Friday. Again only a minority favored his election to the Premiership.

The term of Acting Premier Kung Hsin-chan will be prolonged. He is now prepared to act in the capacity and will concentrate his attention on the unification of the country and the improvement of the diplomatic situation.

Tuchun Chang Tso-lin of Fengtien has recalled all his troops inside Shanhaikwan to Mukden. It is reported that hostilities have already begun between Fengtien and Kirin forces, but the Presidential office and the Cabinet both deny the report.

Mr. Chu Chi-chien has decided not to come up to Peking. Mr. Chien Nung-hsun has accepted the office of the chief delegate and has appointed Mr. Yu Pao-hsien, his son-in-law, to proceed to the South on his behalf.

Prince Not To Visit Australia, Announced

(*Reuter's Service*)

London, July 7.—It is officially stated that the statement made by the Prince of Wales and cabled on the 4th did not mean that His Royal Highness would visit Australia in 1919.

Imports And Exports In Britain Increase

(*Reuter's Service*)

London, July 7.—There were increases of imports last month into the United Kingdom totaling £21,400,936 and of exports totaling £19,536,115 as compared with June last year.

Business Men's Lunch
at
Sullivan's Candy Store
every day (excepting Sunday)
11.30 a.m. until 2 p.m.
Price 60 cts.

It's Dyed to Stay "The Sunset Way"
No Regrets—Nothing to do Over

SUNSET SOAP DYES are boiled in and the colour set for keeps, will not crock, fade or wash out. You save money and save material by getting months of extra wear out of old soiled waists and dresses.

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will permanently dye all fabrics. Will not stain hands or utensils: clean thoroughly while dyeing: *will not harm any fabric.*

These thrift dyes come in cake form—will not fly about. Simply dissolve in boiling water—and it's all done in 30 minutes.

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Look for this display on your dealer's counter—it is your assurance of getting a fast dye.

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OREGON'S VERY BEST
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In order to enable customers who have been compelled to remain at home during the recent wet weather, we have decided to continue our Summer Sale for one week more, and we hope that the people who have not availed themselves of the opportunities we have offered them to secure goods at less than actual cost, will do so during the extension.

We list below a few of the many bargains offered:

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Reduced to
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SIMMON'S HOSPITALS BEDS
$189.00 per doz.
$15.75 each

LADIES' SATIN EVENING SHOES
$2.50 per pair

REMNANTS OF EMBROIDERY LACE RIBBONS etc., etc. reduced to quarter price

GEM and EVER-READY SAFETY RAZORS
$1.60 each complete

CELLULAR CLOTH
Reduced to
"RAGLAN" WATER-PROOFS
$7.50 and $17.50 each
60 cts. per yard
"GILLETTE" SAFETY RAZOR BLADES
80 cts. per pkt. of 6

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1874 "45 YEARS OF MERIT" 1919

When you need footwear—shoes that FIT without breaking in—WEAR without breaking out and full of STYLE.

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THE "FOUR BIG POWERS" IN MOTOR CARS

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4

Premier

Senator Johnson Assails League Of Nations Bitterly

Californian Calls It A 'Gigantic War Trust' And Sees America Swallowed By Europe

Washington, June 2.—Asserting that the League of Nations is a "gigantic war trust." Senator Hirman Johnson of California in a speech today called upon the Senate to throw out the League covenant when it came before that body.

He said that the covenant would commit the interpretation of the Monroe Doctrine to foreign nations, would put immigration and other racial questions before the League for determination and would bind the United States to an alliance that would compel it to go into wars to guarantee territorial acquisitions that have come to European nations as the result of war.

Fears Role Of 'World's Guarantor'

"We have observed with astonishment and indignation our country inextricably bound in the sordid, cunning, secret and crafty designs of European and Asiatic Governments," said Mr. Johnson. "We would wish, if we could not stem the tide of greed and avarice, selfishness and sordidness, and stop the secret plotting and plunder, at least to be no part of it; to be ourselves again, with our ideals untarnished, to be just Americans.

"America under the League," said Senator Johnson, "will become the world's guarantor, underwrite the rape of China and the partition of hundreds of thousands of square miles of territory and the transfer of millions of human beings to England, France, Italy, and Japan, in the false hope that future wars will be prevented.

"We have been told by the President that we must now by this League of Nations make the supreme sacrifice and throw in our fortunes with the rest of the world. Why? The very query evokes from League enthusiasts immediate and angry retort, and, while they will not enlighten us, they hint darkly at our motives and deny even our good faith.

"Occasionally we hear that we have at last entered upon a world career; that we have become a part of world politics, and that we cannot now either withdraw from the course into which the war drew us or desert the world which so needs us. In the language of a famous editor of the West, 'All of this is partly true,' but it by no means establishes that we must surrender our cherished position or our loved ideals by becoming a party to the sordid quarrels and the diplomatic duplicity of Europe and Asia.

Sees No War Preventive

"The Quadruple Alliance—or Holy Alliance—that was formed after the Napoleonic wars," Senator Johnson said, "had failed to guarantee the world against a future war, and exactly in the same way would this alliance fail. That Alliance had not attempted any such guarantee of territorial integrity as was embraced in the League of Nations covenant, in Article X. That was left to be 'foisted upon America' by what Mr. Johnson called the 'Quintuple alliance now sitting at Paris.'

"In the construction of Article X," the Senator said, "it will require neither an astute lawyer nor cunning diplomat to apply 'external aggression' to any form of international revolution which may develop in member nations. The League of Nations would immediately rush in.

"Tomorrow it may be Ireland, aided in small part from the outside, demanding that of which we have made a mockery—self-determination. Under our guaranty we must present it. In the year hence stricken and cruelly despoiled Korea, or possibly even passive, humble, robbed and weak China. And, whether it would be the one or the other subject people rebelling, the purpose of the League of Nations, under Article X, is to use the great wealth, power, and blood of the great democracy of the earth to re'ain revolting peoples without regard to the righteousness of their cause within the Governments and Powers from which they would be free."

Denies Monroe Doctrine Safeguard

Taking up the Monroe Doctrine, as touched upon in Article X+I., Mr. Johnson argued that, far from preserving it to America, the Peace Conference had thrown its interpretation into the League of Nations.

"If an American, with the purpose in view of protecting the Monroe Doctrine, wrote this Article, his affection for it was tepid, and his allegiance feeble," said Mr. Johnson. "If the purpose of the man who wrote this so-called protection of the Monroe Doctrine was to place that doctrine specifically within the jurisdiction of the League of Nations, he succeeded admirably.

"The amendment, in fact, is 'a fraud, a delusion, and a snare.' It does not protect the Monroe Doctrine. It could not have been written with any other purpose than the destruction of the Monroe Doctrine.

"It is silly to contend that men who wanted to protect the Monroe Doctrine and preserve it could not have said so in simple language. It was unnecessary to describe it, as it is not a 'treaty of arbitration' or a 'regional understanding.' As any American knows it is neither of these things 'for securing the maintenance of peace.'

"The amendment simply says 'the validity of regional understandings for securing the maintenance of peace' shall not be affected. In other words, if the Monroe Doctrine is to be administered it will be within the jurisdiction of the League of Nations to administer it.

Asserts League Is Deceptive

"The amendment of the Monroe Doctrine is like nearly everything that has come to us concerning the League of Nations. It is pretended that it does one thing when it is intended it shall do another."

If a dispute arose, he said, the foreign nations would outvote the United States and Great Britain alone has six votes as against one for the United States.

Senator Johnson took up the "secret treaty," as he called it, under which German privileges in Shantung had been allotted to Japan. The United States, he said, had become a party to this secret treaty.

He asserted that the United States had taken part in another secret compact, that with Great Britain and France, to protect France from German aggression in the future.

"It is not a League of Nations to prevent war," he said. "It is a league of armed nations in a gigantic war trust. In its very creation it has been stripped of every idealistic purpose it ever had. It contains within itself the germs of many wars."

SUFFRAGE AMENDMENT READY TO GO TO STATES

American Women Have Hard Fight Ahead Before They Actually Get Vote

Washington, June 5.—The Women Suffrage Amendment is ready for submission to the States, thirty-six of which must ratify it before it becomes law. Some of the Suffragists predict that approval will be given in time for participation by the women in the national election next year, but others say this cannot be accomplished, and that two years would not be more than a reasonable time for ratification.

The joint resolution submitting the Susan B. Anthony amendment for the removal of sex discrimination from the ballot was signed by Vice President Marshall today. Speaker Gillette previously had affixed his signature. It then went to the State Department, from where it will be sent to the various States for action.

A record of results will be kept at the State Department and when thirty-six States have acted favorably the amendment will be proclaimed as a part of the Constitution and become effective one year from that date.

Movie Films Final Scene

The country will have an opportunity of seeing just how the final scene in the Suffrage fight was staged. The historic marble room adjoining the Senate chamber was fitted with a moving picture camera and every feature in the ceremony was filmed. Many of those active in the long contest for equal suffrage were present when Mr. Marshall signed the joint resolution.

They included members of the Senate and leaders from the two factions devoted to the cause. Representatives of the party opposed to Woman Suffrage, of which the wife of Senator Wadesworth is President, were absent.

Few of the state legislatures are in session now, and many will not assemble until next year. Those now in session which include Massachusetts, Illinois, Pennsylvania, Michigan and Wisconsin, are expected to adjourn this month or next. Regular or special sessions of the law-making bodies in Texas, Georgia and Alabama are due this or next month, while the legislatures of New York, Louisiana, New Jersey, Maine, Iowa, Kentucky, South Carolina, Mississipi, Virginia and Maryland are not scheduled to meet before next year.

Special Sessions Expected

Because of pressing reconstruction problems, special legislative sessions are expected to be called in some of these states and the suffrage amendment will be presented. Where none is called for, the suffragists will demand special sessions, it was announced.

Chief opposition to ratification is expected to come from the Southern States because of the entailed franchisment of negro women. Senator Gay of Louisiana, in opposing the resolution yesterday, predicted that thirteen States would refuse to ratify the amendment thus causing its defeat.

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The Perfect Water

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77 ROUTE VALLON

French Celebration Will Begin Tonight

(Continued from Page 1)

Dubail will be closed. Chinese not provided with special tickets will not be admitted.

Boulevard de Montigny—On Sunday and Monday, beginning at 9 p.m., vehicular traffic will be forbidden between the following limits, Avenue Joffre and Rue Ningpo on the north, Rue Voisin on the south.

Rue du Consulat—If the numbers present render it necessary, vehicular traffic will be forbidden after 8 o'clock tonight and tomorrow night, between the French Bund and Boulevard de Montigny. In this case, vehicles will proceed by Boulevard Edward VII. or the Boulevard des Deux Republiques.

Torchlight Procession—It is strictly forbidden for any vehicle to attempt to pass through the processions.

L'Echo de Chine Annual Out

In handy magazine form the annual special July 14 number of L'Echo de Chine is just off the press, embodying an interesting collection of comment and pictures. Besides references to the war the book contains an interesting article on the passing of China's old capital of Nanking, illustrated with numerous photographs; another on the railways of China and one regarding the Japanese boycott, illustrated with Chinese drawings. Selections from the French poets and other features are also included and the publication is well and artistically brought out.

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The Guarantee of Excellence on Goods Electrical
The Trade Mark of the Largest Electrical Manufacturer in the World.

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is collected, canned and sterilized all within a few hours of being drawn from first class cows grazing on fine pastures in open country.

DIRECTIONS

Just rub the lid to clean it perfectly, punch two holes, pour out.

N.B. It is better to pour out from the height of the shoulder to allow the air to affect the milk a little, and thus remove any suggestion of canned flavor.

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If there is any difficulty in securing "Milkmaid Sterilized" 'phone or write to Milkmaid Depot, 8 Nanking Road, Shanghai (3297 Central) stating name of Grocery supplier.

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Buy Milkmaid *Sterilized Milk* $1 for 5 cans.

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25 Avenue Edouard VII

From A Peace Conference Reporter's Notebook

More Side Lights On Paris, Where The Antipodes Say Good-Morning To Each Other And The Equator And The Arctic Circle Sit Down Cozily At Lunch

By Edward L. Bernays
(New York Times)

When some one here in New York slaps me genily on the shoulder and twirling his mustache says proudly, "I am a cosmopolitan," I always feel like saying, "What do you mean, a cosmopoli-an?"

After six months' stay in Paris, that vaunted top of the earth known to New Yorkers as "Forty-second Street and Broadway" becomes a mental dislocation. The top of the earth is and will remain, for some time at least, Paris—that part of Paris which is bounded by the Arc de Triomphe at the one end and the Place de la Concorde on the other, and which then runs onward a bit into the boulevards and up into the corners of the Montmarte and the Quartier Latin.

It is there today that you are likely to meet the most familiar faces you know and the strangest faces you ever expected to know. Paris is a great cosmic melange, a gay Raleidoscopic vortex of the world that has drawn to itself men from the four corners of the globe.

At college at our Cosmopolitan Club the sight of a "heathen Chinee" eating his luncheon next to the younger son of the college town's Methodist minister was a surprise and a revelation. But today in Paris the paradoxes of the Cosmopolitan Club are commonplaces. Men from all places come here on all sorts of missions and are not surprised to find themselves together. It is like a waterhole in the desert with all the beasts of the jungle coming down to share the common fundamentals of life, oblivious for the moment to everything but the fact that this is neutral ground.

And so beggars and plenipotentiaries, business men and artists, captains of infantry and captains of industry, Alaskans and East Indians, Incas and Englishmen—all meet at the feeding places and waterholes to exchange thoughts and platitudes, to tell tales that would make Conrad blush with envy and then to pass on into the night and out of each other's lives.

For the sheer amusement of it, I noted one such cosmopolitan day in detail. Quite naturally, the antipodes said good-morning to each other, the Equator sat down with the Arctic Circle to luncheon, India's sunny clime took afternoon tea with Canada's wildest backwoods, while for thirty minutes in the evening Yankee United States chatted with "culture gaulois."

On my way to breakfast with an officer on leave from the front, I ran into my Swiss friend's politely Continental, "Good-morning." I trotted him over to the now famous press room of the Hotel Crillon, where American press representatives meet.

This was part of "God's country" transplanted accurately to Paris's most ancient mansion, if by "God's country" we understand any city room of any American daily. The room had lost nothing in the transplanting; it was realistically equipped, even to the last cuspidor and the last missing wastebasket, not to mention the superfluity of waste paper, the lack of ventilation the banging of typewriters and the dense clouds of cigarette smoke which filled the air.

An introduction followed to the notables present. It was evidently an experience to my genteel young Swiss, who had never before gone slumming in such a hectic and typically cosmopolitan American environment.

Then I left to keep my luncheon appointment with a Mexican Frenchman, secretary to a wealthy Russian. He had come to Paris with his principal at this particular time in order to be on the ground for putting through an oil deal of international scope. The deal had been hanging fire during the great war and was fated to hang fire for many additional months. For four years the Russian had been in North American oil centers—in Mexico City, in Tampico, in New York—incubating his dream of world domination: and now that the time for its hatching had about arrival he was—why, naturally, he was in Paris.

We had luncheon at the Cercle Etranger de la Presse, whose door was opened to us by a one-armed wearer of the Medaille Militaire, and whose waiters, poilus sporting the fouragere and the Croix de Guerre, were still servitors of the French Government in its new nursery of public opinion and foreign press correspondents.

For seven francs we got a good fifteen-franc meal, the French Government paying the deficit cheerfully in order to conserve contentment and good-will among its wards.

But besides the luncheon there was much about us to observe. Eating over in one corner was Bernard Baruch with three French officers on liaison duty with American public opinion. Next to them was a man whose written word swayed an entire continent—de Franchii of Buenos Aires. His articles, syndicated through South America, found their way into the Inca settlements of Peru and the hyper-sophisticated capitals of newly rich South American republics. On his left was a Japanese reporter from a world-renowned news syndicate which fed the East and made the opinion of the Oriental ecoine.

I wondered whether the import of their conversation was the settlement for all future time of the fate of North America. I learned later that they had really been engrossed in a discussion about a little French girl they had met the night before.

Up in the library, when we had finished, we sat down to a collection of the latest newspapers from three continents, discovering in them articles cabled or written months and months before by the very men we had been talking to, articles containing facts unknown to us all until our present reading, while in the meantime there hummed busily about us the burly American press representatives of the various missions de la Presse. He was leading some of his international charges to the bar.

I ... this afternoon in a studio rented from a well known French artist I found a little French girl, wearer of the Medaille Militaire. She had served with the Americans as an ambulance driver, had incorporated their American slang into her English and now wanted to come to America. "We have room for you there," I told her. But being in Paris we adjourned the discussion to the Crillon.

At the Place de la Concorde, foyer of all nations today, I ran into Carl Byoir, emissary extraordinary just returned from Czecho-Slovakia, Poland, and Austria, where he had been paying both formal and incognito visits to the new ethnic groups.

The President of Czecho-Slovakia, Masaryk, was well and beloved of his people, Byoir told me, but the living question bothered him—not the rent or his cramped quarters: rather the opposite. Masaryk was living in a splendid old Hapsburg castle in Prague, but with 743 rooms there was only one bathroom and, since the college professor had been accustomed to a meager, but sanitary suite of seven rooms and three baths before the war, he found it difficult to acclimate himself to the lowered standards of the now democracy. Democracy in the ancient cities of feudalism has its drawbacks.

Byoir brought tales, too, of the great popular esteem with which our own democracy was regarded in these new lands. Bands, parades, cheering thousands, had greeted his coming. American democracy was sitting in the very heart of Czecho-Slovakia. Masaryk had taken Byoir to his library in the castle and showed him a little cloth-covered book. "This contains the rules of procedure—the new 'court order'—of Czecho-Slovakia," said the President. It was the White House book of etiquette. Masaryk added that the diplomats of Bohemia would not wear a uniform as is the custom of some well known republics, but civilian clothes in accordance with the American fashion.

Byoir also brought with him a new book by Freud and told me of an interview with that savant in which the latter had expressed himself as entirely satisfied with the supremacy of the Anglo-Saxon civilisation in the world today.

I found a poor expatriated Jew—a real Wandering Jew. Living in Rumania, he had fled when that country was over-run by the Germans. Now that it was "ally" he had endeavored to return to Rumania, but was denied redemption by his own "fatherland." In some backwoods area of Europe's fighting lot the American army had discovered him hungry, homeless, and his family in Bucharest. They had put him into a United States uniform because he had no clothes to wear. Now he was in Paris—a man without a country.

The last I heard of him, he was trying to enlist in the United States Army as an alien—friend or enemy neither he nor any one else could determine. International relations had become sadly mixed.

Then I met the wife of a Belgian officer. She had been educated in Dresden and in Rome, and talked German and Italian as fluently as she did French. Hers was a common tragedy, the tragedy of Belgian women cut off by a line of steel from Belgium's fighting men in Flanders. She was an involuntary widow in France. America she could never hope to understand, not because it had come into the great struggle the fourth year, but because it had stayed out the first three.

Nor could I be really surprised when I found at tea one day one (1) European army Captain, aide to the Prince Emir Faisal, one (1) Canadian Red Cross nurse from Manitoba absent with leave for a week in Paris, one (1) young French matron, and one (1) niece of the Norwegian Hendrick Ibsen, whom every newspaper man knew because of her association with the American press headquarters.

General Bullard Returns From France

Lieut.-General Bullard.

Lieutenant-General Robert Lee Bullard, commander of the Second Army, returned from France recently aboard the Kaiserin Auguste Victoria. It was General Bullard who refused the French order to retreat, and instead advanced, thus stopping the last of the German offensives. He went overseas as a brigadier-general with the first contingent in 1917. He was advanced to the rank of major-general and placed in command of the First Division, which he headed at Cantigny and the Vesle. Last October he was made a lieutenant-general and given command of the Second Army. General Bullard has the D. S. C., the Croix de Guerre with two palms, the Order of Leopold and is a Commander of the Legion of Honor.

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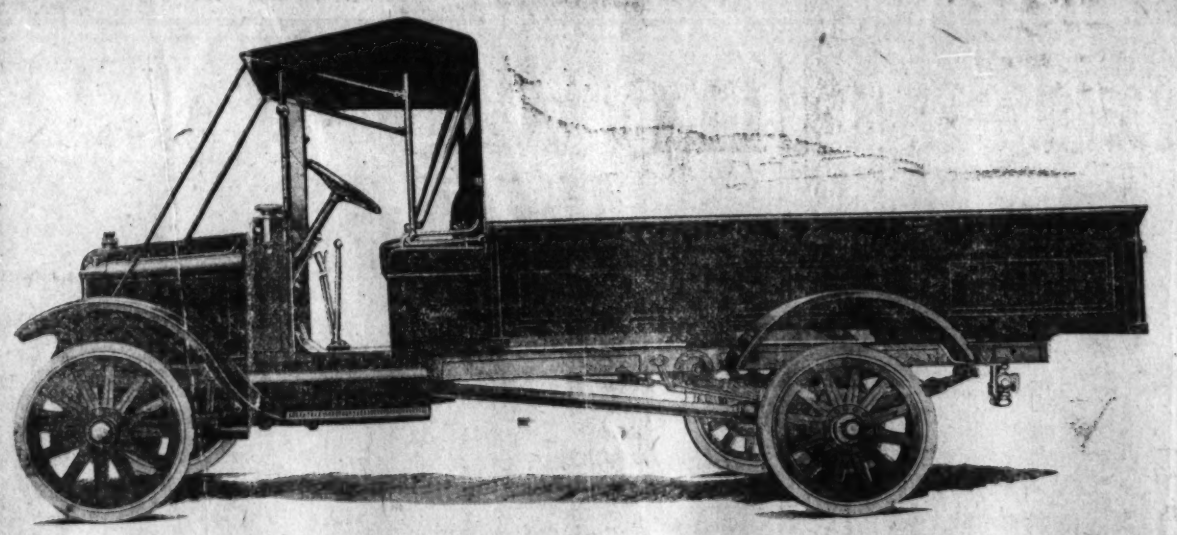

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Escaped Britisher Tells Full Story Of Afghan Plot

Late Amir's Murder Planned By Younger Son Aminullah, Now Ruler, And War Party Officer Made Scapegoat

Bombay, May 29.—J. W. McLoughlin of the Joust Engineering Company, who has been at Jelalabad, Afghanistan, since June, 1918, superintending an important electrical installation there, and who escaped from Afghanistan at the outbreak of hostilities, arrived here late Friday night.

In response to my invitation he gave me a full account of the progress of events in Afghanistan which led to the violation of British territory.

The first subject that Mr. McLoughlin dealt with was the assassination of the late Amir. This, he declared, had its origin largely in the discontent of a number of people who had been anxious that Afghanistan declare war upon Great Britain while her attention was fully occupied with Germany and her allies in Europe. These people formed themselves into a war party, one act of which was to prepare for and carry on a war against British India. The great obstacle to the carrying out of any plans which they might mature was, of course, the existence of the later Amir Habibullah Khan, and they decided to assassinate him quietly.

The leaders of the plot were Aminullah Khan, the present Amir, a cousin of the assassinated ruler; his uncle, Nasrullah Khan, and a number of officers of the bodyguard belonging to the powerful Shaiban family, of which the present commander in chief is the principal member.

When the death of Habibullah was compassed it was intended that Nasrullah should seize the throne, while Aminullah should become Governor of Khabul and use all his efforts to restrain any active discontent which the assassination might arouse.

Plot Suspected By Amir

Meanwhile three officers of the bodyguard implicated had each been promised by Habibullah that he should marry one of the Emir's daughters by his favorite Queen, Ulli Hazrat. The fulfillment of this promise continually being deferred owing to continued procrastination on the part of the Amir, the conspirators surmised that he had suspicions of what was afoot. Accordingly they hastened the preparations for the crime and carried it out at an earlier date than was at first intended.

After the assassination of the Amir the details of which were published last March, Nasrullah proclaimed himself Regent pro tem. Naidullah, the late Amir's eldest son, had to acquiesce in this dispensation because all about him were supporters of Nasrullah and his gang.

The plotters later had the body of the murdered man taken to Jelalabad, and they proposed to bury it in a waste piece of ground trodden upon by every passing coolie and grazed over by every stray animal. At considerable personal risk his eldest son protested against this proposed indignity. A slight concession was made as the result of this protest, and the body was buried on the golf course. There was in this a certain grim irony. The late Amir had been an enthusiastic devotee of golf. He played it constantly, and had insisted upon all the members of his court playing it also. To a man the courtiers detested the game like poison, and the fact that the late Amir's body lies buried on the golf course now makes the playing of the game impossible, for no one would dare to molest the last resting place of Habibullah with a brassy and niblick.

The body having been disposed of, Aminullah, according to program, gathered the nobles of Khabul together and announced the death of his father. He also told them his uncle, Nasrullah, must henceforth be looked upon as ruler of Afghanistan.

His audience not unnaturally asked why the uncle and not the late Amir's eldest son. Aminullah pretended ignorance, and the nobles then asked whether any steps had been taken by the eldest son and uncle to find the assassin. "None," replied Aminullah, to which the nobles replied:

"The eldest son must be a coward." In this conclusion Aminullah acquiesced, and the eldest son having been dismissed in the minds of the nobles as a coward, they suggested to Aminullah that he was the proper person to be Amir. Aminullah jumped at this suggestion, and at once had himself installed on the throne.

McLoughlin's Narrow Escape

Durin the days that followed both McLoughlin's escort and all his baggage disappeared. When he reached Dakka, which had become the advanced headquarters of the Afghan forces, they tried to detain him on the pretext of having a search made for the missing escort and baggage. He dissuaded them from this course and was enabled to continue his journey.

On the way down from Dakka to the Indian border McLoughlin was subjected to hostile demonstrations by crowds of Shinwaris and Afrids, who gathered at the roadside, and he was copiously, but inaccurately, sniped at from the hills. In the end, after eight hours of travelling from Dakka, he reached the British advanced post in the Khyber Pass, whence he was transferred to Peshawar. There he was received by Sir George Ross Keppel, and treated with the utmost kindness and courtesy.

While this had been going on at Khabul the soldiers at Jelalabad, who had been deeply attached to the late Amir, and, moreover, having been in charge of his person at the time of the assassination, felt that his death reflected upon their honor and that it was their duty to find and punish the murderer, held a soldiers' council, from which all the officers were excluded. At this council they examined, among others, the sentry who had been on guard near the Emir's tent on the day of his death, and on evidence obtained from this man they arrested the commander in chief and all the members of this family, which, as indicated above, is one of the most powerful in Afghanistan.

Aminullah, hearing what had been done and knowing his only chance of remaining in power lay in securing the liberty of the men arrested by the troops, telephoned to the soldiers, complimenting them on their zeal and requesting them to send all the prisoners for trial. After some demur, for they wanted to hang their prisoners out of hand, being satisfied of their guilt, they complied with Aminullah's request and sent off their prisoners, heavily ironed.

Prisoners Freed And Honored

When the prisoners arrived at a place called Juddalick, within the sphere of influence of the Khabul troops, who had by this time become attached to the fortunes of Aminullah, the irons were struck off the men, and they entered Khabul not as suspected murderers but as ill-used martyrs. Shortly afterward they received their entire liberty, and Aminullah paid them public calls and gave them 20,000 rupees, (over $6,500,) to be given in charity as a sign that they were guiltless in his sight.

Nasrullah, the uncle, finding that Aminullah had apparently firmly established himself on the throne, abdicated his claims, and signed allegiance to Aminullah, a course which was followed by Aminullah's elder brother. Nasrullah went to Khabul to pay his respects to the new Emir, and while there was arrested and thrown into prison on the charge of complicity in the murder of the Emir. Naidullah, the elder son, was also interned on the ground that he had made no effort to trace the murderers of his father. Things, however, could not be left on this unsatisfactory basis. Some sort of murderer had to be found, tried and condemned, otherwise the Afghan people might prove restive under the new regime. Accordingly, the Colonel of the regiment which had been protecting the late Emir was selected for the honor of being the scapegoat. After a mock trial he was cast into prison. The only evidence advanced against him was the testimony of Aminullah, who declared his father had appeared to him in a vision at night and had told him the Colonel had murdered him.

Aminullah held a durbar at which he announced that the Colonel had been found guilty of the murder, which he had committed under instructions of Naidullah. The Colonel was there and then sentenced to death, taken outside and quietly bayoneted. Thus the Colonel owed his martyrdom to his supreme unimportance. He belonged to an uninfluential family which could not in any way retaliate.

The matter of the murder being now settled, temporarily at least, preparations for a move against the British were hastened. Aminullah proclaimed Afghanistan a free and independent kingdom, in no way bound by agreements entered into by former monarchs. Being apparently somewhat lacking in originality, he plagiarised the German methods and sent to Turkey a mission consisting of students of Habibullah College, supported by an escort of 400 men.

The commander in chief, by virtue of his superior abilities and the needs of the moment, had now become virtual ruler of Afghanistan. All orders came through him and all policy owed its origin to him. As soon as possible he began a movement of troops through Jelalabad toward the frontier. He installed his headquarters staff at Jelalabad, and himself occupied Baghishahi.

Sought To Dissuade Army Chief

After great difficulty, McLoughlin obtained an interview with the commander in chief, to whom he pointed out the absurdity of going to war with Great Britain when his army lacked all modern weapons of war, such as airplanes, armored cars, machine guns, and heavy artillery. The commander answered that all fighting would be at close quarters, at which the Afghans were superior to the British; that the British had no big guns at all; that they were tired of fighting and would not fight, and that the Indian troops would welcome the Afghans as rulers.

Nothing could shake his conviction that things would be as he said, and seeing the leader was determined on the suicidal policy of war McLoughlin decided to try to leave the country. On his application, horses were provided for his baggage on more than one occasion, but no sooner had he obtained them than officers would come along and commandeer them for war purposes. Eventually he obtained a very few horses and an escort of seven men instead of the regulation number of twenty-four, which is supposed to be the minimum number for safety in travelling in Afghanistan.

He also found at Peshawar a Tonga driver who was even more anxious than McLoughlin to return to India. For the driver Mr. McLoughlin procured a passport and set out on his journey.

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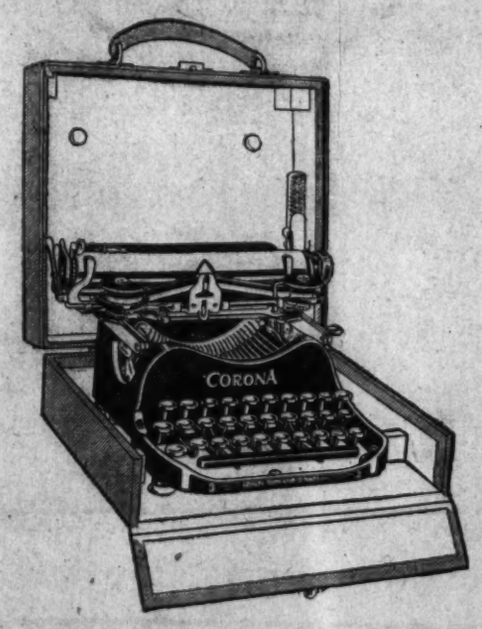

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Europe Sits On Knife Edge, Says New York Banker

Difficulties Of Restarting Industry Almost Unmeasured, Vanderlip Tells Pan-American Business Conference

(*New York Tribune, Washington Bureau*)

Washington, June 5.—Frank A. Vanderlip and Charles M. Schwab told the Pan-American Commercial Conference today that the old order had passed. Mr. Schwab illustrated his view that the age of equality of opportunity has come by declaring that he was for prohibition with one condition, and that was that everybody be treated alike.

"I don't believe," he said, "in prohibition that will enable me or Mr. Vanderlip or other rich men of the country to store their cellars with wines and whiskeys for the rest of their lives while ordinary people, who haven't the money, do without them. I believe in fair play for all. If we are going to have something to drink, let's all have it. If we are not, let's all be without it. I don't care which it is, but let us be consistent."

Mr. Vanderlip dwelt on the changes in the whole world that the war and its effects on the people engaged in it have wrought, quoting an English statesmen as saying that England might have to export five or six million workers.

Situation Is Serious

"The situation in Europe is more serious than has been grasped on this continent, more serious indeed than has been grasped by a good many Europeans as yet. Superficially, you would see something like a normal Europe if you had been over the ground that I have—London, living its great luxurious life as usual; Paris, much the same. Superficially, you might think no greater thing had happened to Europe. You might well be excused after seeing Europe if you still held the belief which I think most people do hold in the United States that the war is over, that, of course, it has been a great blow, that there has been a sad devastation, but that it is over, and with the signing of peace Europe will pretty rapidly tend back toward the normal, that there is a great industrial, skillful people, that there are great territories quite unharmed by the war, that the hurt of the war after all is comparatively small, and that all that is needed is a little time to bring Europe back to pretty nearly its prewar conditions. You in South America expect to be trading with Europe, to carry on financial and banking operations with Europe much as before.

That Picture Not True

"Now that picture is not true. Europe has received such a shock from the war as has not been measured by those who have seen it at close range, but it is not that direct shock that concerns me nearly as much as a greater hurt, the hurt of disorder, industrially, over that continent, a disorder so great that industry is in a large measure paralysed. Men in great numbers are idle. The difficulties of restarting the industrial cycle are almost unmeasured, and the consequences that will flow from continual idleness and want and hunger from revolution which will follow on that combination if it lasts long enough, those are consequences that will involve two hemispheres; they cannot be confined to one should they occur.

"Now don't understand me as predicting a conflagration in Europe. I don't believe there is to be such a conflagration, but I believe Europe is balancing on a knife edge.

"I think it can be saved, I think aid can be given to those European states that will help them restart industrially, that will help them put their people at work, and no one can save Europe but European people. They can't be saved in idleness, they must be saved by the sweat of their brow and labor.

Opportunity And Responsibility

"Now the United States, I think, is going to occupy such a position as no nation in all time ever occupied before the world—a position of opportunity and of responsibility. We are going to be the great reservoir of the capital of the world. We are going to be, along with you to the south of us, the great storehouse of raw materials, of food products.

"Europe can't live except on industry, with its present population. She is not in the happy situation that all of the countries here are in. A responsible minister in England said to me that if the industries of Europe are not speedily restarted, then the job of this government is going to be to export five or six million Englishmen to places nearer the source of food supply.

"There is no need of giving in charity. Europe can't be supported in charity. That is not the way to do it. Neither would I have governments further loan to governments. I have discovered this, that a loan by a government to another government comes to be regarded in rather a different light from that in which obligations are usually regarded. At least the loans of this government to the European governments have so come to be regarded.

"There is a pretty general idea, a surprisingly general idea, that we ought to forego the loans that we have granted in this war. I would not add to these, I would not add to the question that will hang around those loans in the future. I believe a security can be created that will be good because it should be a first mortgage upon the customs of the borrowing nations."

Turkey's Bad Boy, Enver, Found Hiding In Caucasus

ENVER PASHA

Enver Pasha, former Minister of War of the Ottoman Empire, has been discovered among the Tartars of Trans-Caucasia, according to official advices received at Washington. Enver Pasha is wanted by the Allied authorities and by the Turkish Government on charges ranging from theft to wholesale murder. When he fled from Constantinople it was reported that he carried a large part of the cash of the Turkish Empire, possibly $25,000,000. He is also accused of having directed the wholesale massacre of Armenians, Syrians and Greeks during the war.

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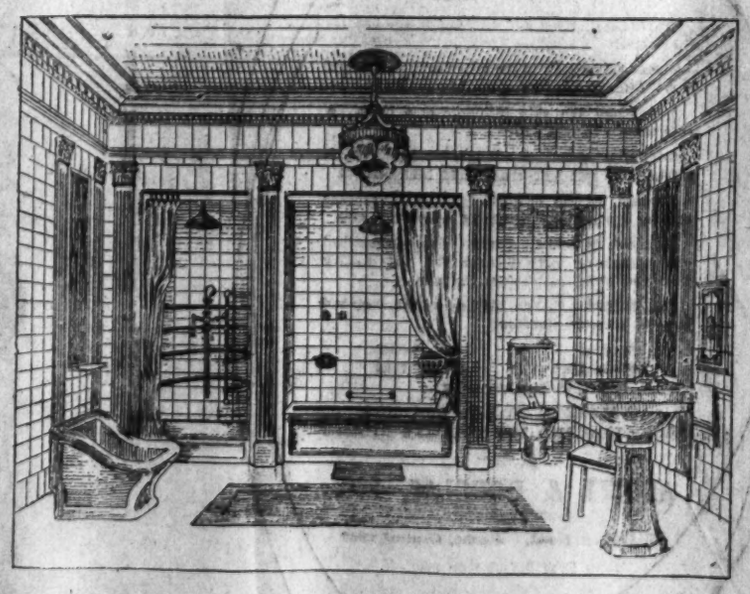

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Onward March Of Suffrage To Victory

From Utopian Dream To Object Of Ridicule It Has Come To A Reality

By Emma Bugbee
(*New York Tribune*)

It was a great war which gave woman suffrage its first impetus in the United States, and now another war has hastened the hour of its success. It is not, however, in the last analysis the war which has brought about the victory. It is the forty years since the suffrage amendment was first introduced into the United States; forty years in which American women learned to formulate their own opinions and stick to them. Therefore it is fitting that we should, in the hour of victory, glance backward once more to the stalwart souls who began the crusade in the days when it was not popular.

The first mention of woman suffrage in American history is the famous letter written by Mrs. Abigail Adams, in 1776, to her husbands, John Adams, when the Constitution was being framed. What a lot of trouble it would have saved if John had only had a little more respect for his wife's request.

"I long to hear that you have declared an independency," she wrote, "and, by the way, in the new code of laws which I suppose it will be necessary for you to make, I desire you would remember the ladies and be more generous and favorable to them than were your ancestors."

In 1848 the women drew up their first "Declaration of Rights" at a convention in Seneca Falls, N. Y. They demanded changes in laws which made woman "morally an irresponsible being;" compelled her to give unquestioning obedience to her husband and deprived her of occupation in profitable employments.

"Man," read the wrathful climax, "has assumed the prerogatives of Jehovah himself, claiming it as his right to assign for woman a sphere of action, when that belongs to her conscience and her God."

The woman's movement grew and flourished side by side with the Abolitionists, but to the grief of the women when the amendments to the Constitution were framed the word "male" was inserted. Elizabeth Cady Stanton and Susan B. Anthony made a second attempt to have the word "sex" included in that clause which concerned "race, color, or previous condition of servitude." All their efforts were unavailing.

In 1878 the woman's cause was first heard from the floor of Congress when Senator Sergeant, of California, introduced the "Susan B. Anthony" amendment.

It was then that suffrage "got on the front page." It was not such a long story that The New York Tribune of that day published, but it was a biting and a scathing one.

The women, we read, actually invaded the Senate corridors, and had the impertinence to buttonhole the Senators on their way to luncheon, so that it as most uncomfortable.

The story of woman suffrage during the forty years that intervened is a story of persistence and faith such as the annals of no other cause can boast. Campaigning in those days was a far different thing from the campaigns by automobile and Pullman car which our women make today—although we do not forget the hardships in rural districts undergone even by the girls of this suffrage generation, or the last journey over the Rocky Mountains, which cost the life of the most beautiful suffrage campaigner, Inez Milholland Boissevain.

The greatest figure of these days, the woman who more than any other one led the slender ranks of the women who would not forget nor renounce their cause, was Susan B. Anthony—"Aunt Susan" of the red shawl and the gentle voice, the quick wit and the abiding faith. She it was who planned the long years of the campaign, seeing far in the future the successes which are now come to pass, even mentioning 1920 as the year of the final victory.

"You had to be born early to get ahead of your Aunt Susan." This was the caption under which "The Woman Citizen" published recently a reminder to New York suffragists that they should take unto themselves little credit for inventing suffrage stunts. "Aunt Susan" published a suffrage paper, "The Revolution," whose motto was "Men, their rights and nothing more; women their rights and nothing less." This publication was sold on the streets of New York fifty years ago by "girl newsies, clad in red and green uniforms, with netted bags in which to carry their papers."

Then came the English militants.

Historians are going to ponder much over the strange awakening which came to the suffragists of this country as a result of the English agitation, which, in the main, Americans deplored.

In 1910 the New York public was horrified to see a parade of yellow taxicabs filled with "unsexed creatures, who would upset all the dignity of our municipal government," headed for the City Hall. Later the streets were filled with the "new women," haranguing the crowds from terrible things called soap boxes. Suffragists merely laughed and said that since the public could not go to their parlor meetings they would go to the public.

New organisation sprang up, headed by suffragists who had been to England and worked with the terrible Mrs. Pankhurst. They did "lawless things" like chalking the sidewalks with notices of their meetings and parading through the East Side with a hurdy-gurdy and a monkey.

The suffrage world was torn into two factions—the conservatives, led by Dr. Shaw and Mrs. Catt, and the radicals, led by Mrs. Harriot Stanton Blatch. Most of the excitement of those days emanated from the little dingy basement headquarters of the Women's Political Union, where Mrs. Blatch sat beside her kitchen fire chuckling and cooking up new stunts.

And presently the stunts were not so terrible, and the conservative group adopted them, one by one. There was a parade in 1911, a tiny, straggling thing, much frowned upon. There was another in 1912 and another in 1913, in which all the organisations of the city joined, a "pageant" now, in the language of the press, much admired. There were such things as "General" Rosalie Jones' famous hikes to Albany and Washington, suffrage aviation flights, suffrage prize cows, and even a suffrage prize fight.

Most of this intense suffrage activity centered in New York City. The parades especially demonstrated to the people the enormous, unsuspected growth of "Aunt Susan's" movement. The results began to show in Albany, where the half dozen suffrage societies had organised a joint legislative committee.

With many friends the numbers of their enemies had no terrors for the suffragists. Undaunted, they demanded of the Legislature an immediate re-submission of the question to the people. In two years it was passed.

In the meantime, the West had been busy, and seven new states had been added to the suffrage family. Dr. Shaw got "Aunt Susan's" diamond pin out of the safe deposit vault—an enamelled American flag with four suffrage diamonds in the blue field—and had the seven new star diamonds inserted, with prayers of thanksgiving.

The new stars stood for Washington, 1910; California, 1911; Kansas, Oregon and Arizona, 1912; Alaska, 1913, and Montana and Nevada, 1914.

With the representatives of these new states in Congress pledged to vote for a national amendment, the suffrage leaders reorganised their campaign in Washington, and the Susan B. Anthony amendment was introduced into the arena of practical politics.

Then developed one of the most dramatic, and at the same time most complicated chapters of the whole history of suffrage in this country, a chapter which includes the great schism in suffrage ranks, and comes to a climax with the suffrage pickets before the White House last fall.

In 1912 there appeared suddenly on the suffrage horizon two young disciples of Mrs. Pankhurst, Alice Paul and Lucy Burns. They were American school teachers, studying at English universities when the militant movement in London first challenged their attention, and then won their allegiance. They returned to America, full of the new spirit, which made suffragists make their cause a political issue and an irritation in the halls of lawmakers. As chairman of the Congressional Committee—Alice Paul arranged the first parade of suffragists ever held in Washington, a parade led by Inez Milholland Boissevain on a white horse and "General Rosalie Jones" and her hikers in brown pilgrim cloaks, who had traveled on foot all the way from New York to present to the new Democratic President on the day of his inauguration the petition of women for democracy.

Woodrow Wilson arrived in Washington on the afternoon before his inauguration.

"Where are all the people?" he asked, gazing blankly at the almost empty streets.

"Oh, everybody's over on the avenue looking at the suffragettes," answered the reception committee.

This parade was the first "militancy" in Washington—a military which consisted merely of parades and pageants and visitors at the White House who insisted on seeing the President. Sedate Washington, however, was much stirred, and the affairs attracted much attention in the press of the entire country. Mrs. Catt and Dr. Shaw, startled at the energy of their young assistants, tried to curb them, but the two youngsters had worked with Mrs. Pankhurst, and they cared not a fig for the decorum of Washington. They broke away from the National American Woman Suffrage Association and from the Congressional Union, attracting to their ranks the malcontents and radicals from the mother organisation, and swinging into line also a number of newcomers in the suffrage world.

The real break, however—the break which broke hearts as well as suffrage letterheads—the break which made the peculiar contribution of the Congressional Union to suffrage annals—a contribution whose value to suffrage is going to be debatable until the final authority speaks many years from now—was Alice Paul's invention of the theory of party responsibility.

"The Democratic party is in power," said Miss Paul, "therefore it is up to the Democrats to pass our bill. The Republicans couldn't do it if we asked them to. We will hold the Democrats responsible, and if they don't pass our bill we shall defeat them for re-election."

In the Congressional elections of 1914 the Congressional Union organised the women voters of the West into a fighting group, who campaigned against all Democratic candidates, for the one reason that the Democrats had not passed the suffrage amendment.

Undoubtedly the Congressional Union made enemies.

Dr. Shaw with tears in her eyes cried:

"They have lost our amendment for us! I shall never forgive them!"

On the other hand, Miss Paul and her followers claimed that Congress knew but one language, votes, and that by the mere threat of adverse votes they could keep Congress in line for future favors. Neither Democrats nor Republicans would risk another campaign with the women attacking them.

The Woman's Party was organised by Miss Paul at the Panama-Pacific Exposition and gathered signatures all that summer to a monster petition of women voters of the West. These were carried across the country by women automobilists and presented to President Wilson with great ceremony. By this time President Wilson's enormous influence as the leader of his party had been well demonstrated. The Woman's Party directed all their petitions to him, declaring that if he would but say the word Congress would jump through the suffrage wheel. Finally, when the death of Inez Milholland Boissevain had wrung the hearts of suffragists all over the country, they began their picketing of the White House as a protest against the "needless sacrifice of women's lives" in this movement. The President had repeatedly told them that he could not lead his party in this matter, that it was a question for the sovereign states to decide for themselves, but Miss Paul and Miss Burns retorted that it was a national and not a state issue, and that they would stand at his gates to remind him of that fact.

In this country as soon as war was declared against Germany the suffragists offered their services to the Federal and state governments. In New York state the referendum campaign was already under way, so the suffragists gave up street meetings and parades and devoted the strength of their organisation to taking of the military census, to war gardening and food conservation, and feeding the soldiers at Plattsburg and Camp Upton. Practically the only suffrage campaigning that was done at all was the securing of signatures to a great statewide, house to house petition. This was signed by over one million women and it silenced forever the plea of the anti-suffragists that women do not want the vote.

Then came the two parades—one a parade of the Red Cross, with Fifth Avenue filled with marching women in blue and gray uniforms, ready for overseas duty, or wearing the picturesque white headgear which spells bandages and compresses for wounded men. This was not a suffrage parade at all, but it was a woman's parade and New York was learning that suffragists and women were much the same. Close upon it followed the suffrage parade, a parade of mothers with service stars folded over their hearts, mothers who faltered a bit in the march as the newsboys' raucous cry sounded between the brass bands —"Americans in trenches in France!" Behind the mothers came the women who had answered with what talent they had their country's call, the women census takers, the women police, the women chauffeurs, the conductorettes and farmerettes.

New York went "over the top for suffrage" with a majority of 140,440 votes, to the surprise of the world—and it must be confessed to the momentary astonishment of the suffragists themselves.

And the final chapter began.

"Why did it take so long?"

Mrs. Carrie Chapman Catt, president of the National American Woman Suffrage Association, recognised leader of the cause at the moment of its triumph, smiles tolerantly when the impatient younger generation puts that question.

"The whole world is always unanimously against any new thing," she says. "In the beginning of any new movement there is a hard struggle, carried on by a few pioneers who are willing to buck the tide of public opinion rather than go with it. Imperceptibly the tide changes and the floaters as well as the fighters join the ranks."

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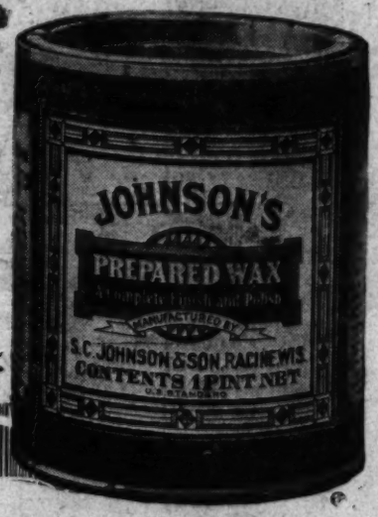

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Comment On Peace Treaty Shares Interest In London With Lord French's Book

First Is Generally Approved, Second Is Thought Indiscreet At This Time; Other News Notes From United Kingdom

(*From Our Own Correspondent*)

London, May 14.—The news of the week above everything else is the peace treaty. Your readers have, of course, already perused Reuter's admirable digest of the terms which the Allies formally presented to the Germans for acceptance; and I am also taking it for granted that the more or less detailed description of the proceedings at Versailles has duly reached you.

This being the case, it remains to remark as a result of a careful study of the whole situation, and of the expressed views of leading publicists here and elsewhere in Europe and America, that the terms of the treaty are on the whole satisfactory to the vast majority of people. There are extremists in every country who expected harsher terms; but it has been the aim of Allied statesmen in drawing up the document, while leaving no room for doubt as to Germany's guilt for the war and for conducting it with unparalleled cruelty and while taking care to exact reparation, to avoid as far as possible ground for revenge similar to that which rankled in the heart of France against the Germans following the Peace of Versailles in 1871.

Nothing seems to have impressed the public more than the arrogance of Count Brockdorff-Rantzau, head of the German mission, in remaining seated while addressing the Conference. The surprise and indignation manifested seems to have alarmed even the heavy German mind at home. Anyway, it is suggested by way of explanation, on the authority of the officially inspired Berlin press, that the Count, while able to control his voice, did not feel equal to controlling his legs, and consequently could not trust himself to stand. But nobody accepts this excuse, either here or in France or America. The incident was doubtless planned beforehand, and was intended for home consumption, as it were,—to convey to the German people that although rigorous terms were being imposed on them their chief spokesman in Paris in their behalf showed proud disdain for the victors. However that may be, this piece of Prussian impudence has stiffened the will of some, who were a little bit inclined to temper the wind to the shorn lamb (or wolf), and to exact the full settlement of the long account.

Next in importance to the launching of the peace treaty is the announcement that Great Britain, America, and France have formed an alliance to go to the help of France should she be threatened again with German aggression. This gives security to France, which badly needed a definite guarantee of protection after what has happened; and it will in addition impose a check upon the Germans should they harbor a desire for revenge, while the pact will at the same time have a most powerful effect in maintaining equilibrium in Europe in the future.

Lord French's Revelations

When it was first announced that Lord French intended to publish an account of the British army in France in 1914 as a serial in the Daily Telegraph a strong feeling was aroused in service quarters against it. The view was taken that we are too near the event to justify anything in the nature of "revelations" concerning men and affairs at that time. Recent instalments of Lord French's story amply prove that the service view was right; and it is now endorsed by the judgment of the man in the street.

According to Lord French it appears that Lord Kitchener telegraphed to him ordering a battle during the momentous days that the British troops were retreating on the Marne. The order was ignored, and so Lord Kitchener went over to Paris to force Lord French to stand. He also, it is said, had it in mind to appear himself in the field as Commander-in-Chief, but was induced to alter his intention.

There is a further assertion that for several days not a man, horse, or gun reached the hard pressed British army, whose losses were heavy; yet despite this Lord Kitchener was assuring the Home Government our losses were comparatively slight and that all deficiencies had been made good.

Obviously, we have here all the material for fierce controversy. And the old saying that one story is good till another is told can very well be applied. As I write, defenders of Lord Kitchener are rising up and challenging the accuracy of Lord French's statements. Apart from this the question is pertinently asked on every hand why these so-called "revelations" are possible or permissible just now? The war is not as yet officially over. Peace has not been signed. It is certainly difficult to conceive why the story—one-sided or otherwise—should be printed at the moment. Generally it is considerd decidedly against public policy, and is the more extraordinary because Lord French, in addition to holding high office as Viceroy of Ireland, is still on the acive list as Field Marshal.

The Two Voices

In this connection it is worth noting that, although Lord French says Lord Kitchener did not send him reinforcements while pretending to the Government that he had done so, in the House of Lords on June 16, 1916, Lord French paid a tribute to Kitchener's memory and said:

"It would be idle to pretend that in the past two years I have always seen eye to eye with the great Field Marshal who has been taken from us; but such divergence of opinion as occurred in no way interfered with national interests, nor did it ever shake my the heavy demands I had to make upon him."

It is surely a fair question to ask which of the two Lord Frenches we are expected to believe?

Amenities Of Political Controversy!

I am tempted to send you the following gem, being the opening sentences of a leading article in the London Star:

"The Times today soaps its ancient mouth into an epileptic Irish lather that recalls its convulsions in the palmy days of bigotry and Pigottry. It pretends to be shocked because Mr. Lloyd George 'lightly permits Irish-Americans to travel in Ireland.' Its doddering intellect imagines that 'Irish-American' is still a term of abuse. We may inform it that in the United States it is possible to be a great Irishman and a great American at the same time. . . ."

Is it not strange that a Metropolitan journal, the evening sister of the Daily News, edited by such a clever literary man as Mr. James Douglas, and owned by Mr. Cadbury, of cocoa fame and Quaker-pacifist training, should be beguiled into this kind of thing? But the mere mention of "the most disthressful country" seems to arouse passion—even in Fleet Street. Few people are able to discuss Irish affairs without brandishing a shillelagh!

Freemasonry

A movement has been started to establish a Masonic Club in London open to Masons from all English speaking countries. The chief object is to provide a headquarters where English Masons will have the opportunity of meeting brothers in the Craft from every part of the world. Several clubs of this kind have been formed among the American Expeditionary Forces in France, included in the number being one in Paris which has become the rendezvous for both British and American Masons. A few days ago a preliminary meeting to discuss the proposal was held in London, and was attended by representatives from most of the British Colonies as well as by Masons from the States. In the result it was decided to form the Club, and all present enrolled themselves as members.

Overcrowded London

Everywhere you go in London complaint is still heard that "There is not a bed to be had." The hotels are full. In the Charing Cross district policemen go the rounds of the hotels nightly trying to find beds for stranded visitors. Most of these are business men who come to town in a hurry; but sometimes they are women with children, or young soldiers from abroad. Usually all the kindly London "Bobby" can do is to give a gentle hint to sleep in the church over the way, which is kept open as a shelter for the homeless.

One cause of shortage of accommodation is the continued use of the big hotels as Government offices. Wartime Departments, although their staffs have been reduced, cling on and refuse to budge. They have been christened "The Limpets," and a vigorous press campaign is going on to get rid of them.

Another cause of overcrowing in London is the unprecedentedly large number of people here on pleasure bent. They have made money during the war, and are having the time of their lives. This is why you have to book seats at any of the theaters days in advance, and it is well-nigh impossible to get a meal at a West End Restaurant unless it is ordered and a place reserved beforehand.

Opening Of The Cricket Season

There is a gratifying revival of interest on the part of the public in cricket, as may be seen by the large amount of space devoted to gossip about the game in the newspapers. It remains to be proved, however, whether lovers of first-class cricket will be satisfied with two-day matches instead of the three days universally held as essential in the brave days before the war. Another point about which there is speculation is whether—and if so where—any new talent will be discovered.

Those who have intimate knowledge of the leading clubs state that there is a great dearth of fast bowlers. Mr. P. F. Warner, writing in one of the evening papers, says there is today, or there was in 1914, no first-class bowler of the class of Richardson, Lockwood, or Kortright. His considered opinion is that "Richardson, of Surrey, was, in the matter of consistency, the finest fast bowler England has ever had; and in four seasons, 1894 to 1897, he took over one thousand wickets in first-class cricket."

It remains to be seen whether any player, either bowler or batsman, will achieve fame this season. The hope that such will be the case gives special interest to the game in this the first season after the war.

The Coal Commission

Public interest in the proceedings of the Coal Commission has been stimulated by the appearance of noble owners of mines and mining royalties in the witness chair. It is a sign of the times when bearers of titles known in history since the Wars of the Roses produce their title deeds to land and submit themselves to the cross-examination of representatives of Trade Unionism.

On the whole "the Dukes" have come through the ordeal with credit. Several have displayed calm self-possession and considerable dialectical ability in answering questions, notably the Duke of Northumberland. Mr. Smillie, indeed, found he had caught a Tartar in attempting to get admissions favorable to nationalisation—the avowed object of the Labor Party—from the head of the Percies. Once the Duke cleverly retorted upon his questioner pulling a newspaper cutting from his pocket and quoting a speech by Mr. Smillie against that worthy himself.

The impression created so far by the inquiry into the coal question is that the advocates of nationalisation have not made much headway. The nationalisation of mines would, it is stated, require an army of 75,000 officials; and the country is surfeited with officialism in every direction since the outbreak of war.

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Today's Church Services

Holy Trinity Cathedral.—Fourth Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 9:30 a.m., Children's Service. 10:30 a.m., Mattins; Anthem, "Praise to the Lord, the Almighty," Sanford; Preacher: The Dean. 6 p.m., Evensong followed by an Organ and Hymn Recital. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins and sermon; Preacher: The Rev. C. J. F. Symons, M.A.

Union Church.—11 a.m., Preacher: Rev. C. E. Darwent, M.A; Subject: "The authority of Jesus Christ;" Chant 57; Anthem, "O Dayspring," (Stainer); Hymns 1, 745, 72. 6 p.m., Preacher: Rev. C. E. Darwent, M.A; Subject: "Without the shedding of blood;" Hymns 523, 144, 126, 167.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning at 11 a.m., by Rev. A. R. Saunders. Evening 6 p.m., by Rev. W. J. Embery.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Sacrament." Sunday School 10 a.m. Wednesday Evening Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock.

Economic Problems Of The New European States

(*New York Journal of Commerce*)

THE political boundaries of the new States that are being formed out of the wreck of what was Austria-Hungary are, after all, of no greater importance to their people than the financial and economic conditions under which they must face the future. The political divorce may be made complete, while leaving the necessity for financial and economic co-operation untouched. Chancellor Renner said the other day that it would be madness to unite with a nation subject to such terms as the Allies had imposed on Germany. The announcement of the fine to be levied on German Austria and Hungary is not likely to make the union more attractive on either side, and the opposition to annexation is reinforced by a feeling in business circles that Austria, with her higher production costs, could not compete with the cheaper producing manufacturers of Germany. In this quarter there is a strong propaganda in favor of a Zollverein with the new States carved out of Austria. In the official circles of German Austria, any such plan is opposed on the ground that its result would be the economic destruction of the German minority at the hands of the Czech, South Slavs, Hungarians and Poles. But, whatever may be their future business relations, it will take the Slav States that are being carved out of Austria-Hungary, as well as the Austrian provinces that are being absorbed by Italy, a long time to disentangle the network of obligations which was formed under their old allegiance. Take the matter of the Austro-Hungarian State debt. Before the war this amounted in round figures, calculating the value of the crown at 20 cents, to G.$3,450,000,000. An addition was made to it during the war amounting to G.$20,000,000,000, of which G.$14,000,000,000 fell to Austria and the rest to Hungary. Except for four or five milliards of crowns represented by treasury bills, mostly held in Germany but also distributed in neutral countries, the Austrian debt, like the Hungarian, is a home debt, and the repudiation of either would merely transfer money from one pocket to another without ridding the Austro-Hungarian populations of any of their war burden. The native banks and savings institutions have put most of their money into war stock; the municipalities, insurance companies, officials' pension funds and social insurance bureaus, have all invested up to their last crown, and private individuals have borrowed in order to invest. Hence the confidence expressed by the Vienna newspapers regarding a complete acceptance of responsibility for, and a fair apportionment of the debt.

There remains, of course, the highly important question of the willingness of the newly constituted States to assume their share of this obligation. On that point German Austrians were disposed to be optimistic, the Vienna correspondent of the Frankfurter Zeitung even venturing to predict that there could be no serious doubt that the State debt would be taken over by the separate States. He, indeed, went so far as to assume that competition would be witnessed between the separate States as to which will quickest secure and consolidate the share taken over. The weak point in this prognostication is that the debt is very unevenly held in different parts of the country. A great deal is held in German-Austria, German-Bohemia and Hungary, but relatively little in the Slav districts. Here, however, enormous sums of paper money—essentially part of the State debt—have been hoarded. Moreover, according to the report to Vienna newspapers, the Czechs stand to lose almost as heavily as the Austro-Germans if the debt be repudiated, since they have large deposits in local branches of the great Vienna banks, whose whole substance is invested in war stock. Still further, the people of German-Bohemia, who are to remain citizens of the new State, are heavy holders of the war obligations of the former Austro-Hungarian Government.

But the overshadowing fact of the whole situation is that Austria's economic no less than her military strength, as well as that of Magyar Hungary, was derived from its subject nations. The people of German-Austria live by exploiting the non-German portions of the Empire where was situated the great industries and where were located the richest agricultural and mineral resources. The provinces of German-Austria are not only unfavorably placed for the pursuit of agriculture, but they are almost equally so for that of manufactures. The store of coal possessed by the late Austrian Empire was but small, while that possessed by the kingdom of Hungary was quite insignificant. Such coal as was possessed by the late Austrian Empire occurred on non-German territory—in Bohemia, Moravia, Austrian Silesia and Galicia. Hence the manufacturing districts of the Empire were situated in territories inhabited by Czecho-Slovaks and Poles, who are now engaged in setting up for themselves. The German-Austrian landlords, who derive their wealth from Polish, Bohemian and Hungarian States, will probably be expropriated by the Poles, Czechs and Magyars. The wealthy financiers, bankers and investors of Vienna, to whom the whole Empire was in debt, will be compelled to sell the bulk of their investments situated in non-German-Austria, partly owing to the pressure which will be exercised upon them by the non-German peoples and partly owing to the ruin which the end of the war has brought with it. The position of the Austro-Hungarian Bank—the central State institution—can hardly fail to be a precarious one, since with the coming into being of the independent States they too will create their note issuing banks, entrenching on a privilege to which the central banking institution has a legal right to monopolise until the end of the present year. Briefly, no more complex array of economic and financial problems has ever presented itself to the European world than that which has been created by the break-up of Austria-Hungary.

A Column Of Verse

TO ENGLAND

(*From The New Witness*)

O England, be thou holy, be thou great,
And thy pure crown of most fine gold be made;
Pity and Love alone secure the State,
Pity and Love, and not to be afraid.
And let thy hands be firm beneath the head,
Of such weak children as cry out to thee,
O thou made wonderful with many dead,
And mighty with an island-majesty!
Though angel of the guarded groves of even,
And windflower-vales washed clean with silences,
Though I est far too near the skirts of Heaven,
To be content with any treasure less.
Within, within the expected Kingdom lies,
O lady of the calm dove-pinioned skies!

WILFRED CHILDE.

STEEL TOWN

(*From Others*)

Gray
as with time
and austere
as the colonnades of a ruined temple
stand the steel-mill chimneys
at sundown.
Curved
knotted
stems of fleurs de lys
rise the gray smoke columns
to blossom in blackening mist,

While the trams course along the dull streets
Flashing at intervals with billboards,
While sooty Jews sell second-hand furniture
And ladies go on buying laces,
Till the little shops ris flitter home
Shivering under their cat furs.

Then
red
as Aurora,
unchanging,
glow the furnaces
all night,
and the clouds are like meadows of poppies
the wind waves over and flickers:

Triphammers thud
in regular fall
streams of white iron flow surely,
While the good folk sleep in their beds,
And the young folk kiss between dances,
While newsies doze on cold doorways,
Till the cinema screens cease to flicker,
Till milk men scuff on back porches.

Then
gray
as with time
and austere
as the colonnades of a ruined temple
stand the steel-mill chimneys
at sunrise,
and curved
like pale
stems of iris
rise the smoke-columns
to blossom
in soot-dripping
mist.

DAPHNE CARR.

TWO POEMS

(*From The Egoist*)

BOMBARDMENT

(*Near Lens*, 1917)

Four days the earth was rent and torn
By bursting steel,
The houses fell about us;
Three nights we dared not sleep,
Sweating, and listening for the imminent crash
Which meant our death.

The fourth night every man,
Nerve-tortured, racked to exhaustion,
Slept, muttering and twitching,
While the shells crashed overhead.

The fifth day there came a hush;
We left our holes
And looked above the wreckage of the earth
To where the white clouds moved in silent lines
Across the untroubled blue.

DOUBT

I

Sand in the gale whirls up,
Pricks and stifles our flesh,
Blinds and deafens our sense
So that we cannot hear
The crumbling downfall of the waves
Nor see the limpid sunlight any more

But could we thrust from us
This threat, this misery,
Borrow the mountain's strength
As now its loneliness,
Hurl back this menace on itself,
Crush bronze with bronze—
Why, it would be as if some tall slim god,

Unburdened of his age-long apathy,
Took in his hand the thin horn of the moon
And set it to his lips
And blew sharp wild shrill notes
Such as our hearts, our lonely hearts,
Have yearned for in the dumb bleak silences.

II

Ah! Weak as wax against their bronze are we,
Ah! Faint as reed-pipes by the waters' roar,
And driven as land-birds by the vast seas wind.

RICHARD ALDINGTON.

Salvation Army's Greatest Battle

"TO help another you must be near enough to catch the heart beat," says Evangeline Booth, commander of the Salvation Army in America, in the preface to "The War Romance of The Salvation Army," written by her and Grace Livingston Hill, authoress, and off the Lippincott Press. The radiant spirit of the little commander is everywhere apparent in the volume, which modestly states that "no thought of having accomplished any achievement higher than their simplest duty is entertained by the Salvationists themselves; for uniformly they feel they have but striven to measure up to the high standards of service maintained by the Salvation Army, which standards ask of its officers all over the world that no effort shall be left unprosecuted, no sacrifice unrendered, which will help to meet the need at their door."

When earthquake laid low the City of the Golden Gate, when the rush for the Klondike regions drew many thousands of men from their homes and families, when at Johnstown and Galveston and Dayton floods threw countless persons into destitution, when Halifax experienced its disaster of fire, when the Salvation Army undertook its work behind and on the battlefields of France—the same spirit is and was ever dominant, the spirit of unselfish service to any one in need Commander Booth has been constantly confronted by the question: What is the secret of the Salvation Army's success in war? To which she replies:

"When the war bolt fell, when the clarion call sounded, it found the Salvation Army ready.

'Our religion is practical. Even as we preach, so we practise Christianity. We apply faith to deeds. We reduce theory to action.

"Wherein is price? What constitutes cost, when the question is The Man?"

Thus is tersely defined the secret to the achievements of the Salvation Army, on only in the world war, but the reasons apply just as appropriately to the organisation at and since its inception.

"One sentence from that earliest talk we had together," says the author—Grace Livington Hill—in referring to Miss Booth—"stands clear in my memory, and it has perhaps unconsciously shaped the theme which I hope will be found running through this book: 'Our people,' said she, flinging out her hands in a lovely embracing movement, as if she saw at that moment those devoted workers of hers who unquestionably follow where she leads and, stay not for fire or foe, or weariness, or peril of any sort: 'Our people know that Christ is a living personce, that they can reach out and feel that He is near—that is why they can live so splendidly and die so heroically!' As she spoke a light shone in her face that reminded me of the light that we read was on Moses's face after he had spent those days in the mountain with God; and somewhere back in my soul something was repeating the words: 'And they took knowledge of them that they had been with Jesus.'

"Yet they do not intrude their religion. Rather it is a secret joy that shines unaware through their eyes and seems to flood their whole being with happiness so that others can but see. 'Go straight for the salvation of souls; never rest satisfied until this end is achieved!' is part of the commission that the commander gives to her envoys."

That the Salvation Army is not composed of a lot of ignorant, illiterate, reformed criminals picked out of the slums is given emphasis by Miss Hill, who says:

"There may be among them many of that class who by the army's efforts have been saved from a life of sin and shame, and lifted up to be useful citizens; but great numbers of them, the leaders and officers, are refined, educated men and women. Their young people will compare in every way with the best of the young people of any of our religious denominations."

In concluding her introductory the author reflects:

"She (Miss Booth) would not have me say these things of her, for she in humble, as such a great leader should be, knowing all her gifts and attainments to be but the glory of her Lord; and this is her book. Only in this chapter can I speak and say what I will, for it is not my book. But here, too, I waive my privilege and bow to my commander."

Just as the story of the Salvation Army is inextricably mingled with the story of American participation in the war is the story of its undertaking in France linked with the spirit of the soldiers who did the fighting.

Toul, Montdidier, Baccarat, Chateau-Thierry, Soissons, St. Mihiel, the Argonne—with these familiar and historic names are associated for all time the achievements of the Salvation Army. The test of all appreciations is found in such commentary as the following from "The Stars and Stripes," which is quoted in the book story:

"Perhaps in the old days, when war and your home town seemed as far apart as Paris, France, and Paris, Ill., you were a superior person who used to snicker when you passed a street corner where a Salvation Army band was holding forth. Perhaps—Heaven forgive you!—you even sneered a little when you heard the bespectacled sister in the poke bonnet bang her tambourine and raise a shrill voice to the strains of 'O, death, where is thy sting-a-ling.' Probably—unless you yourself had known the bitterness of one who finds himself alone in a big city—you did not know much about the Salvation Army.

"Well, we are all homeless over here, and every American soldier will take back with him a new affection and a new respect for the Salvation Army. Many will carry with them memories of a cheering word and a friendly cruller received in one of the huts nearest of all to the trenches. There the old slogan of 'Soup and Salvation!' has given way to 'Pie and Piety!' It might be 'Doughnuts and Doughboys!' These huts pitched within the shock of the German guns are ramshackle and bare and few, for no organisation can grow rich on the pennies and nickels that are tossed into the tambourines at the street corners of the world. But they are doing a work that the soldiers themselves will never forget, and it is an especial pleasure to say so here, because the Salvation Army, being much too simple and old-fashioned to know the uses of advertisement, has never asked us to. You, however, can testify for them. Perhaps in your letters home you do. And surely when you are back there, and you pass once more a 'meeting at the curb,' you will not snicker. You will tarry a while, and take off your hat."

The volume recounts the story of a young British officer in sportive mood, who left a group of his companions and stepped out into the street to stop a Salvation Army ambulance.

"Hello! Salvation Army!" he cried. "Are you taking those men to Heaven?"

Amid the derisive laughter of the officers on the sidewalk the Salvationist replied pleasantly:

"I cannot say I am taking them to Heaven, but I certainly am taking them away from the other place."

One of the British Salvationists wrote of meeting our American boys in England. He said:

"Oh, these American soldiers! One meets them in twos and threes all over the city, everlastingly asking questions, by word of mouth and by wideopen, trustful eyes, and they make a bee-line for the Salvation Army uniform on sight. I passed a company of them on the march across London, from one railroad station to another, the other day. They were obviously interested in the sights of the city streets as they passed through at noon, but as they drew nearer one of the boys caught sight of the red band around my cap among the hats crowning the sidewalk crowd. My! but that one man's interest swept over the hundred-odd men! Like the flame of a prairie fire, it went with a zip! They all knew it at once! They had no eyes for the crowd any more; they did not stare at the facade of the railway terminus which they were passing; they saw nothing of the famous 'London Stone' set in the wall behind its grid on their right. What they saw was a Salvation Army man in all his familiar war paint, and it was a sight for sore eyes; Here was something they could understand! This was an American institution, a tried, proved and necessary part of the life of any community. All this and much more these wide-open eyes told me. It was as good to them as if I was stuck all over with stars and stripes."

The volume recounts many such interesting and telling little stories of the military service abroad, and the way they are written suggests a pride in things American—and particularly the American soldier—that is typical of the Salvation Army service—proud in those it can help rather than in itself.

At Sunset

By John Galsworthy

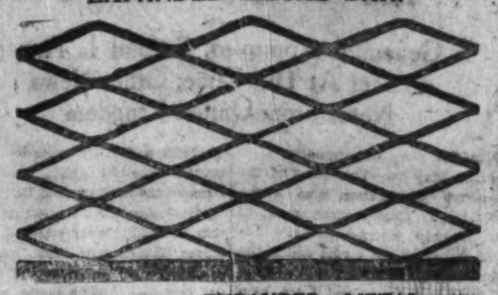
I've seen the moon, with lifted wing—
A white hawk—over a cypress-tree;
The lover's star, the bloom of spring,
And evening folded on Tennessee.

I've seen the little streams run down—
All smoke-blue, lost into faerie;
And, far, the purple mountains crown
The darkness breathing on Tennessee.

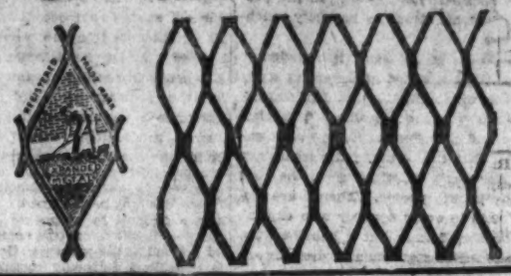
I've seen the Beautiful, so clear—
It sure has gone to the heart of me—
And there'll be magic ever near
To me, remembering Tennessee.

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



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OVER HERE! By Callahan

POP'S BEEN LOOKING ALL OVER THE HOUSE FOR HIS SPECS, AND ALL THE TIME THEY'VE BEEN ON HIS NOSE. DON'T YOU LOVE THAT!
YOU MUST BE GETTING FEEBLE MINDED, YOU'LL LOSE YOUR SENSES YET.
HE COULDN'T SEE TO FIND HIS SPECS WITHOUT HIS GLASSES.
I KNOW HE'S GETTING ABSENT MINDED.
THAT'S THE LAST PLACE YOU'D EXPECT TO FIND 'EM.
IF GRANDPOP EVER SEARCHED THROUGH HIS CHIN FORREST HE'D FIND LOTS OF LOST THINGS
SOME CROP!
HOW LOST HIS HEART TO DEARIE, AND DEARIE LOST HER HEART TO HOW- BUT THEY FOUND LOVE AND WHAT COULD BE SWEETER
"BLUBBER" HE'S LOST BEYOND FINDING. IF HE LOST HIS HEAD HE'D NEVER KNOW IT.
IF YOUNG NUISANCE HAD FOUND THEM, THEY'D HAVE BEEN LOST.
POP'S EYESIGHT MUST BE GETTING BAD, HE SEES "SPECS" BEFORE HIS EYES.
"COMEDIAN"
I CAN'T SEE THAT!
HATTIE NEVER "LOSES" A CHANCE TO TO TRY ON A NEW HAT AND HENCE SHE DOESN'T "MISS" MUCH.
HOW MANY LOOKS IN A PAIR OF SPECS.
DON'T WEAR YOUR SPECS ON YOUR FOREHEAD - THEY'RE FOR EYES, NOT FOREHEAD
OL' JOHN DON'T

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

I have written several times on the necessity of early musical training being based on the ear. In either school or private teaching this study of the purely aural side of music is the only means by which "weeding out" of the musically hopeless cases can take place, avoiding the consequent waste and distaste that is otherwise always going on and making itself felt.

Wherever the ear is musically active some branch of music is open to the possessor; and taste and feeling are capable of development. If technical things are put first (I mean matters of *technique*) it is always likely that the possessor of a good "pianist's hand" with no taste or feeling whatever may be condemned to spend years on the technical sides of an art which can *ex hypothesi* give no pleasure to any listener and, worse than all, none to the performer himself.

In this connection it will be well to consider the Musical News article on the movement to get a compulsory musical curriculum:

"Mr. Landon Ronald wants the study of music to be made compulsory in our educational curriculum. This suggestion is not a new one by any means, and we are sure Mr. Ronald does not pose as the originator of it. It has been considered over and over again, and has not yet been made operative. Why is this so?

"There are two probable reasons. One is that there are points for and against the project. The other is that possibly, even if the pros outweigh the cons, they have not sufficiently impressed those authorities, whoever they may be, in whom is vested the power to make the rule.

"We are far from being certain that the idea is desirable. Let us examine a few points. For England to be not only a musical nation, but a wholly musical nation—that is, for every child to be musically equipped—would doubtless be a splendid thing for the art and for the country. Is this or is this not merely a counsel of perfection? No one would be so absurd as to say that every child is musically inclined. The question is whether teaching the music would convert those not so at present. There is a certain percentage, of course, who have latent talent or at least the germ of musical feeling, which has not been manifested because it has not been looked for. For instance, a number of soldiers who never sang a note or heard a scrap of decent music have become music-lovers and even performers since war broke out. In Y.M.C.A. huts, in billets, and even in the trenches, they have heard music of sorts, and have come to like it; sometimes because there was nothing else to do. Doubtless, therefore, if music-learning was compulsory, a certain number of children would be found to 'take to it' whose inclination in that direction had not hitherto been discovered.

"But there are also a large number of people, grown-ups and juveniles, who have no love for the art even impersonally, and there are some, also, who positively hate it. What would be done with them? Would the art benefit by having a number of unwilling students of it? Then, again, some children have physical requisites for music without any particular love for it, while many others love it, but have no technical ability or even the natural gifts which could make technical ability. Of the former, one comes across youngsters with naturally good voices or with fingers which make one exclaim, 'What a perfect hand for a violinist!' Yet they may not have the faintest desire to become musicians. As to the latter, a much more numerous class, of course, we find children yearning to sing or to play who are debarred by Nature from ever having the gift to do so. There is more hope for them, for they at least may develop into good listeners, good because they are taught the science of music, and will hear it with that understanding which breeds interest. The former may be driven to make use of their advantages, good voice, supple fingers, and so on, but it would end in music-making without soul. Do we want this kind of musician?

"One knows the advantages of compulsory sport which prevails at many of our public schools. But that is another matter. Young people, unless they are crippled in some way, must be made to take healthy exercise by all the laws of hygiene, and sport is the best way to achieve it. The learning of music does not make us stronger from the point of view of rude health. It may develop some muscles, but not all—indeed, for the most part it is a sedentary study. Mentally it is of the greatest benefit—it soothes our nerves, braces our hopes and enlarges our intellect. But it is not in the same category as bodily exercise. A nation could be a first-class musical nation and still be a C3 one. Its universal adoption could be only on artistic grounds, and there are factors which make a great nation besides art. To force a child to learn an art of which the prime factor is its pleasure-giving qualities, when we know that that child loathes the art and the work it entails does not seem reasonable. Every music-teacher has had some sort of experience of that kind, the pupil who is made by its parents to learn the piano. How would the teachers of our primary and secondary schools like a class consisting largely of that kind of pupil, and what, does one think, could they make of them? Why should music be singled out as a universal study? Why not also painting, architecture, sculpture poetry, and letters?

"Surely the study of music should be like the Gates of Heaven—an ever-open door to those who desire to enter and who are willing to undertake the arduous self-discipline necessary to qualify for admission. Violently-made participation cannot be an asset to a noble art."

It is curious that neither the advocates of compulsory music nor the critics of any such scheme give any consideration to the selective importance of ear-training as a basis of musical study. It alone would be the means of preventing the waste in the first case of working on the wrong material, and the waste in the second case of working on chance material only. One is a waste of time and effort, while the other is a waste of talent from neglect. The last is even more serious for the future if less painful to the individual.

Some Famous Ancient Tricks Recalled At Meeting In Magic

While the world was worrying over the problems of reconstruction, the professional and amateur conjurers of England gathered in solemn conclave and debated the vexed question of the Indian rope-trick. And after grave deliberation they failed to come to any satisfactory agreement on the subject. Some were skeptical, and inclined to believe that the trick had never been performed. Some attributed it to hypnotism, while others insisted it would be impossible to hypnotise an entire audience. For once, in fact, the mystifiers admitted themselves mystified, says the London Times in describing the meeting.

The history of the trick was interestingly traced by S. W. Clarke, editor of The Magic Circular, who said that it was the "most elusive trick in the world, with the peculiarity that nobody who wanted to see it had ever seen it." This statement, however, was later controverted by other speakers who claimed to have seen a version of the trick performed.

Mr. Clarke traced reference to the illusion as far back as 1355, when Ibu Batuta, an Arab, described the trick as performed by one Hang Chua. Batuta wrote, according to the records of the time:

I was entertained by the Emir in his own house in a most splendid manner. At the banquet were present the Khan's jugglers, the chief of whom took a wooden sphere, in which there were holes, and in these long straps, and threw it up into the air till it went out of sight, while the strap remained in his hand. He then commanded one of his disciples to take hold of and to ascend by this strap, which he did until he also went out of sight. His master then called him three times, but no answer came; he then took a knife in his hand, apparently in anger, laid hold of the strap and also went quite out of sight. He then threw the hand of the boy upon the ground, then his foot, then his other hand, then his other foot, then his body, then his head. He then came down, panting for breath, and his clothes stained with blood. . . . The juggler then took the limbs of the boy and applied them one to another; he then stamped upon them, and it stood up complete and erect. I was astonished, and was seized in consequence by a palpitation at the heart; but they gave me some drink and I recovered. The judge of the Mohammedans was sitting by my side, who swore that there was neither ascent, descent, nor cutting away of limbs, but the whole was mere juggling.

Mr. Clarke was inclined to think that the writer had mixed up the rope-trick with the decapitation trick, which, he said, was being performed when the Great Pyramids were being built. He quoted another account of the illusion from a German source in 1550, which, of course, added little to its authenticity. This version stated:

At Magdeburg a certain magical juggler declared that he could get but little money among men, and would therefore go up to heaven. Whereupon he would throw a cord up in the air and his little horse would go up it; he himself, taking hold of the horse's tail, would follow him; his wife, taking hold of him, would follow also, and a maid servant would follow her, and so mount up on the air, as it were linked together, the spectators standing in great admiration.

There happened to be an unbeliever in the audience who declared that he had seen the juggler go into an inn in the street. "Therefore," says the account, "finding themselves deluded, the spectators went away."

Here is the third record which Mr. Clarke quoted from the memoirs of the Emperor Jahangier:

They produced a chain fifty cubits in length, and in my presence threw one end of it toward the sky, where it remained as if fastened to something in the air. A dog was then brought forward, and being placed at the lower end of the chain, immediately ran up and, reaching the other end, disappeared in the air. In the same manner a hog, a panther, a lion, and a tiger were successively sent up the chain, and all disappeared at the upper end. At last they took down the chain and put it into a bag, no one ever discerning in what way the animals were made to vanish into the air in the mysterious manner described.

Other interesting contributions to the debate are thus described by the Times:

Lieut. F. W. Solmes, V. C., said that he had seen a version of the trick on two or three occasions. On the last occasion, in 1917, he was able to take a snap shot of the trick, which he produced. This showed the faker, with a taut rope or pole and the boy balanced at the top of it. Lieutenant Holmes declared emphatically that the boy never disappeared from sight, and his own theory was that the faker substituted for the coil of rope a telescopic bamboo pole.

Mr. Chris Van Bern narrated some extraordinary feats which had been performed by a Yogi in Liverpool, including his ability to throw a rope into the air, where it remained absolutely rigid only as long as the Yogi held his breath, while Capt. Leon Berreley gave an explanation of the trick which he believes to be absolutely feasible.

However, declares The Times, the assembled magicians were unable to conjure up mystic Bagdad carpets with which to defy the strikers, and were forced to disperse in search of tram-cars and omnibuses to take them home without solving the mysteries of the rope-trick.

Mr. A. Yurif Ali, C.B.E., declared that as a boy of seven he saw the rope-trick performed, but never since, and he also saw the conjurer cut his own tongue out, chop it up, and replace it. In the rope-trick he is convinced that the boy disappeared entirely.

Major Branson, with twenty years' service in the Indian Army, said that he had offered a reward of 205 rupees to any native soldier who could give him the name of anybody who could do the trick, but the reward had never been claimed. In all his travels in Persia, India, China, and Arabia he had never seen a trick done by a native which he could not repeat himself.

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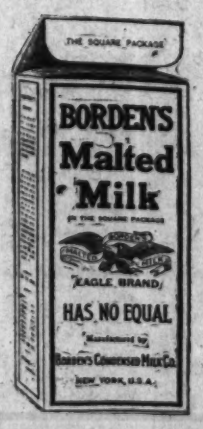

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A Tour Through Europe Since December

Changes Everywhere Recorded By One Of The Few Americans Permitted To Traverse England, France, And Switzerland

Among travelers just returned from Europe is Ivy L. Lee, who during the war was assistant to the Chairman, Henry P. Davison, of the American Red Cross War Council. He went abroad in December as a Major in the Red Cross to work with Mr. Davison in the development of the new World League of Red Cross Societies, and spent a few weeks in London, two months in Paris, a month in Cannes and the war area, and several days in Switzerland conferring with the International Committee of the Red Cross. Below he has chronicled entertainingly some of his observations on the new conditions left in the wake of war.

By Ivy L. Lee

The most conspicuous characteristic of the people of Europe today is fatigue—everybody is tired. The four long years of war not alone wasted men and material resources—they wasted the spirits of the people. Though there is a certain perfunctory gayety in both Paris and London, one cannot escape the feeling that a good deal of it is forced.

Up to a few weeks ago every restaurant in Paris was compelled to close its doors at 9:30 in the evening; theaters had to close at 11. The rule has now been relaxed somewhat, and such institutions are allowed to go on until 11:30. But, especially in Paris, the bulk of the crowds in restaurants and in theaters are foreigners.

As one walks along the streets of Paris he is constantly impressed with the number of women in mourning. Of course, in France it is more generally the custom to wear mourning than it is in England.

But the people everywhere are tired. Even progressive business men find their whole attitude toward the world affected by their fatigue. They look at the national balance sheet and see the enormous national debt, and utterly despair of meeting the situation. Here and there one finds an optimist, but not often. In fact, Americans visiting France and England are apt to become infected with this same spirit of pessimism. One must come home again to get any sort of perspective.

* * *

Of course, the cloud that hangs over Europe is the menace of Bolshevism. One hears stories of how the Lenin Government is spreading its literature throughout Europe and how it is being eagerly read by the people. On Lenin's birthday, a few weeks ago, a large number of working men paraded the streets of Rome, Italy, singing and waving red flags.

The most effective work to combat Bolshevism is being done by those who are seeking to distribute food. It is generally agreed that Bolshevism cannot hold up its head against an abundance of food, sunshine, and medical care.

* * *

The greatest need of Europe today is undoubtedly to get to work. In England more than a million people are today receiving out-of-work benefits, averaging about $6 a week a head. It is a rather curious fact that more than 400,000 of these people are women who previously were largely domestic servants and went into munition factories, but now prefer not to go back to work.

Industry is prostrate throughout Europe. The only bit of enterprise that I saw in either England or France was the starting of a new G.$5,000,000 store by Selfridge, the department store man, who used to be one of Marshall Field's partners in Chicago. Selfridge has made an enormous success and is plunging right ahead with big plans.

Incidentally, Selfridge, like many other business men in Europe, is today planning to do most of his traveling by airplane. He told me that after civilian flying was permitted in England he expected to make all of his trips between England, France, and Ireland—and he has to make many of them—by airplane.

Up to May 1 flying had not been permitted in England to civilians not in the Government service. Bonar Law, member of the British peace delegation and leader of the House of Commons in the absence of Mr. Lloyd George, makes all the trips between Paris and London by airplane. A regular airplane service is now moving twice a week between Brussels and Paris. Big business is being done in insuring the safety of those traveling by airplane, and the rates of such insurance are surprisingly low.

* * *

One is astonished at the small number of private motor cars in both Paris and London. Restrictions on the use of gasoline are now practically removed, and it was expected that all the motor cars which had been put in storage during the years of war would come forth. It develops, however, that private owners of motor cars had slowly sold their cars to the Governments. Government use has worn them out, and as during the years of war the makers of motor cars had not been permitted to make vehicles for pleasure use, the result is a great shortage.

In France a second-hand motor car which had been in storage during the war is worth twice its value new before the war. The motor companies are beginning to make pleasure cars once more, and I am told that one of the most expensive makes of cars in England is today booked up for two years ahead.

* * *

There is an extreme shortage of taxicabs in both London and Paris. In taking a taxicab in Paris you must always tell the driver where you are going before you get into the car because there is a fair chance that he won't take you. Apparently drivers are not compelled to take any fare that offers itself. In order to get yourself carried to destination it is often necessary to offer a very large pourboire.

The result of all this is, of course, that the omnibuses and street cars and subways of Paris and London are packed. Time and time again I have seen crowds entering one of the ordinary stations of the Paris subway stopped on the street above until several trains could come by and liquidate the crowd on the platform below.

Before the war the London Underground had only a modest traffic; when Sir Albert Stanley took charge of the Underground he had to take unusual methods to stimulate its use. Of late years, however, the growth of travel has been so enormous and there was such room for expansion that out of its increase in traffic the company has been able largely to neutralise the effect of its enormous increase in operating expenses.

* * *

It is not likely there will be much touring in France this summer. It is still practically impossible to get a passport to go either from America or from England to France, except for important reasons. Then, when one gets to France, it is almost impossible to get transportation up into the war zone and if one can get transportation it is again difficult, if not impossible, to get a permit to travel in that area.

Of course a good many Americans make trips out to Chateau-Thierry, which promises to be the most popular war journey for American tourists. That trip can be made out of Paris and back in an afternoon. Likewise, many make the trip to Rheims, where one can see buildings being planned to take care of tourists. Curiously enough, in the ruins of the war zone the first scene that usually develops is that of trade in picture post cards.

* * *

There are several reasons why tourist travel will be difficult in the war zone this year. One is scarcity of food. There are very few places in Northeastern France today where the traveler can get a comfortable night's lodging or a square meal. At Compiegne there is a good hotel but from there north one has got to go practically to Lille—some 200 miles—before he can get a comfortable place at which to spend the night. Incidentally, American army chauffeurs usually pronounce Lille as though it was spelled "Lily."

Another point of great importance is the relatively little salvaging which has as yet been done in the war area, especially that part of it under the control of the French. The Americans have been gathering an immense amount of stuff, exploding ammunition and destroying barbed wire, but in the French area little has been done. Riding from Rheims to the English zone, which begins above St. Quentin, one sees a great array of unexploded shells, hand grenades and other munitions along the roadway. Here and there is a wrecked airplane. Quite frequently one passes corpses of animals. Now and then wrecked tanks are seen.

The traveler can follow the Hindenburg Line pretty easily from Rheims going north. The trenches and dugouts occupied by the Germans are generally on one side of the road, and those of the French or English on the other. One is constantly struck with how close together the front lines of the two opposing armies were.

The trenches are falling in pretty rapidly. The dugouts will last a considerable time, especially those of the Germans, which were built with a view to relative permanence. In riding up along the Hindenburg Line one encounters frequently groups of German prisoners filling in shell holes and removing barbed wire entanglements.

A portion of the farming country through the devastated areas is again being placed under cultivation, but not one step has yet been made in the direction of rebuilding devastated France or Belgium. One passes through village after village with practically every house destroyed. The people are going back very slowly into devastated towns, largely because of the difficulty of getting food there.

* * *

Of course, it is going to be impossible to allow tourists in the devastated or torn up areas until salvage is pretty well completed and explosives are removed. With this done, the barbed wire fairly well cleared up, many of the shell holes filled in and many of the trenches fallen in, the tourist who goes to France next year will find many of the effects of war effaced, except for the torn down villages. It will take a long time to repair them.

These villages are simply heaps of ruins, oftentimes showing no appearance even of having been through fire. One does not get the same sense of destruction in a completely destroyed village, even such as Ypres, as he does in a place like Rheims, where the destruction was less complete, where one sees broken windows, walls, etc.

I was told that in Rheims, out of 18,000 houses existing before the war, only 1,500 were now even capable of repair. The Cathedral still stands in great majesty, and could be restored sufficiently to make it again an inspiring house of worship. The buildings around the Cathedral are in complete ruin.

* * *

The most terrible sight in Europe is along road between Menin and Ypres. At one point on that road I counted fifteen wrecked English tanks lying around in the mud and mire. On the heights just east of Ypres you can see for miles in either direction. The land is pockmarked with shell holes. Not a tree or a house, and hardly a tree stump is standing.

One can gather a truckload of souvenirs at almost any point along the road. I picked up a piece of an exploded aerial torpedo out of the heart of a ruined British tank. The scene is of the wildest possible desolation, and tells a story of war such as is told hardly by even the ruins of Verdun. Sometimes the trees seem even more lacerated and torn than do houses.

I noticed that Ypres was more devastated than it was this time a year ago, and certainly it was then a sad spectacle. Ypres has not only been destroyed by German guns; its ruins have been made a quarry by the British from which to take brick with which to construct new buildings behind the line. Thus even its ruins have a fairly well-kept appearance, though the destroyed Cloth Hall and Cathedral still tell a story of disaster and destruction almost without equal in Europe.

* * *

That part of the country which, during the greater part of the war, was known as Free Belgium, the small triangle which was never captured by the Germans, is pretty much what it was during the whole of the war. The trenches along the route of the railroad from Dixmude to Nieuport were never attacked. Those trenches were embankments rather than dugouts, built right on top of the railroad track.

As the Year Canal was flooded just in front of these embankments, and the German lines were fully a mile or two away, the line of trenches was fairly safe and was never bombarded. The result is that this line of Belgian trenches probably will continue to be the best preserved line along the whole Allied front.

* * *

Switzerland still feels keenly the effects of the war. When I was there in February the most striking facts which one encountered were the rigidity with which the food card laws were enforced and the shortage of fuel. One was cold always. There was no hot water in the bathrooms of the hotels except on Saturday and Sunday. The boats that usually plied on Lake Geneva were tied up owing to the lack of fuel.

Another noticeable thing in Geneva was that French money was at a discount of a little over 10 percent. This discount applied to English and American money as well, but was more apparent with reference to French money because all of the local prices were in francs.

We heard of a great deal of prosperity in Switzerland among certain classes of people, the most conspicuous evidence of properity being in the field of banking. Many bankers are putting up fine, new buildings. In fact, more new buildings are seen in Geneva than in any other place in Europe.

Those who went to confer with the International Committee of the Red Cross in Geneva had many talks with Mr. Ador, who for so long has been the head of the International Committee of the Red Cross, but from which, as he told me, he was now taking a vacation in order that for a year he might be President of Switzerland.

* * *

One is constantly struck in France with the way everybody is trying to learn the English language. Often hallboys and servants in the hotels, who a few years ago would have made no effort whatever to speak anything but French, are now trying their skill on every English-speaking visitor.

The fact that Mr. Clemenceau speaks fluent English made it inevitable that the proceedings of the Peace Conference would be pretty largely in the English language. The use of English got to be so common that when President Wilson made his last speech proposing the revised League of National covenant he did not follow the usual custom of providing in French an abstract of his speech. This was commented on publicly by Baron Makino, the head of the Japanese delegation. All of the Japanese in Paris speak French fluently, but English, as a rule, badly. Mr. Orlando of Italy does not speak English, but Baron Sonnino is an accomplished English scholar.

At the Red Cross conference of specialists at Cannes, at which were gathered scientists from America, France, England, and Japan, nearly every one of the doctors spoke English. And those who did not speak English could usually understand it. The consequence was that, though there was an interpreter, and the conference started off by having every speech in either French or English translated into the other language, before the proceedings had gone very far English was practically the only language used.

It is difficult to travel in Europe today. Even a Frenchman must get a special permit to be allowed to buy a ticket on a railroad train. A foreigner must show his passport, and, if he is in uniform, must get an army order.

The French railroads run a special train out of Paris every afternoon for Americans going to leave areas on the Riviera. If an American is to travel on one of the French trains he must get a certificate from the American army authorities authorising him to travel on a French train, on the grounds that there is not room for him on the American train.

Nice, Cannes, Monte Carlo—the whole of the Riviera—is full of American troops on leave. The convalescent hospitals which were so active in that district are now practically empty. Gambling is going on as usual in the Casino at Monte Carlo, but no one in uniform is allowed to enter except under guard, and then is permitted merely to walk around the gambling rooms and get a birdseye view of the place, and then walk out.

The clubs and casinos which once were a conspicuous part of the life at Cannes, Nice, and other places on the Riviera, have been taken over by the Y. M. C. A., which is utilising them as recreation rooms for the troops and the officers. No praise can be too high of the work the Y. M. C. A. is doing in the leave areas. But for it the men would have a dismal time. The "Y" makes their leave happy and full of activity.

* * *

Next to the leave areas, the places where one sees most American troops congregated are the music halls of Paris. Some of the largest of the music halls devote themselves to entertainments especially for the soldiers. Much of the talk and some of the songs are in English,

(Continued on Page 17)

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A Tour Through Europe Since December

(Continued from Page 16)

and the entertainments bear a distinctly American flavor.

While the music halls are busy, it ought to be said that probably never before were so many serious plays being presented on the Paris stage. The most sensational dramatic event of the season has been the presentation of the play "Pasteur," by Sacha Guitry, played by his father, Lucien Guitry, the premier actor of the French stage today. Aside from its admitted excellence, the features of this play are that there are no women characters and no love motif—omissions almost unheard of in French drama.

Rostand's "L'Aiglon" and "Cyrano de Bergerac" are having long runs. "L'Aiglon" is being presented at Mme. Bernhardt's Theater, Mme. Simone playing the title part. The play was taken off that stage for a few weeks and a novelty presented, but the novelty did not go at all, and "L'Aiglon" was put back, to the delight of crowded houses.

• • •

One afternoon I crossed the English Channel with Admiral Wemyss the First Sea Lord of the British Navy and the representative of the British Government in acting with Foch at the first meeting of the Allied representatives with the Germans to announce the terms of armistice.

At a dinner in London a few nights later, given to Admiral Sims no member of the party was more lively or a more heartly participant in the tribute to Admiral Sims than this same Admiral Wemyss. He is a young-looking man, though pretty close to 60 years of age. He has great spontaneity and vitality of manner, and thoroughly looks part—with his monocle thrown in—of a British "seadog."

He talks freely of the first meeting with the Germans and, indeed of his other experiences in the war. I asked him if he would not tell a few of us exactly what did take place when he and Foch first met the German envoys to arrange the armistice. This, in substance, was his reply:

"The Germans were brought to the meeting place in a special train with all blinds drawn. Our train drew up alongside of theirs on tracks in the midst of a great forest. A very few even of those on our train knew where we were. When the morning of the meeting arrived we found our trains were surrounded by a cordon of French soldiers all in nice, clean uniforms. When the Germans were all ready assembled in their car Foch and I walked in, bowed our heads slightly, and sat down. There was no hand-shaking and no other greeting. Everything around us was deathly still. There was such a display of gold braid, uniforms, and the trappings of war, with none of the gunfire to which one had been so accustomed, that it hardly seemed real. One could not escape the feeling that one was witnessing a comic opera performance, and that the music would soon start up."

• • •

One of the most interesting figures in Paris is Paderewski, now the Polish Premier. He lives very simply in a small hotel on the Rue de Rivoli, but is to be found everywhere. Of course his ability to speak English so fluently is of tremendous assistance to him in negotiations.

One evening several of us dined with him at the apartment of a mutual friend. We were together from the dinner hour until nearly midnight. Here was the greatest pianist in the world among a group of Americans, and yet during that nearly four hours of talk the subject of music was never mentioned. Such was the absorption in discussion of the peace treaty and conditions in Poland and in Europe generally.

One of the party asked Paderewski if his Government was a coalition ministry or whether it merely represented a party in the Polish Parliament. His reply was:

"Yes, we are a coalition ministry I enjoy the distinction of having the confidence of all parties and the support of none. The reason, of course, is that I have no political past."

• • •

No man has played a more effective part in determining that Geneva should be the capital of the League of Nations than William Rappard, now a professor in the University of Geneva, but for a considerable time a student and then an instructor at Harvard University.

During the Peace Conference Mr. Rappard had been asked by the Swiss Government practically to give up his university work and devote himself to aid in representing Switzerland at Paris. Mr. Rappard's command of fluent English, his charm of personality and grasp of international affairs have made him distinctly persona grata at the Hotel Crillon, where the American delegation has its headquarters.

Professor Rappard has also taken a very active interest in promoting the development of the new peace activities of the World Red Cross.

Those who are in Europe in connection with the World Red Cross movement were immensely interested in their conferences with the International Committee of the Red Cross at Geneva. Mr. Ador left his work as President of Switzerland for two days in order to preside over the conference. He not only presided but acted as interpreter when it was necessary to translate from English into French, or vice versa.

The International Committee has just added to its members the first woman ever to have been made a member of the committee. She is Miss Margaret Cramer, a very intelligent and cultured woman. She is about 30 years old, has been admitted to the bar, has written books on the history of Geneva, is an instructor in the University of Geneva, and for the period of the war has had charge of one of the most important departments of the International Committee, devoted to the care of prisoners.

• •

The Red Cross and Y. M. C. A. are having their hands very full in all the important centers of France today taking care of the soldiers on leave or on their way home. Though the army is decreasing in size rapidly, the Red Cross and the Y. M. C. A. are able to get at a larger percentage than before of the total number of men in France and render them the service which everybody knows the men are entitled to have. Thus, while the army is going down in size, it has been almost impossible to decrease the quantity of either Red Cross or Y. M. C. A. work or expenditures.

At the speed with which the men are now going home, however, a speed which will doubtless be accelerated when the peace treaty shall have been signed—it will be possible for both organizations rapidly to demobilise their efforts in France.

• • •

One of the interesting sights in France today is the German railway rolling stock. The principal trains now carrying passengers from Paris to Boulogne, en route to London, use passenger cars surrendered by the Germans since the armistice. The imperial eagle of the German Empire has a whitewashed cross painted athwart it. All the German signs, notations, warnings, and numerals remain on the cars, which, it should be said, are in remarkably good condition, not alone the woodwork, but the heating apparatus, window gearing, and other appliances.

The railroad in the German occupied area are being manned by German workmen and operated under the direction of either the French, American, or English military transportation officers.

There is now very good train service from Paris direct to Warsaw, running partly through enemy territory. I was told that the train service in Germany proper was good, schedules being kept quite faithfully.

Railway transportation service in England is still greatly reduced in quantity, with the result that trains are crowded. Of course, dining car and sleeping car service remains curtailed, almost eliminated, throughout Europe. There are some trains with sleeping cars, but it is difficult to get space. As far as all of the conveniences of travel other than speed, are concerned, one may say that railroad transportation in Europe is where it was twenty-five years ago.

Every railway system in Europe is practically bankrupt. The English railroads are losing G. $500,000,000 a year, and every country in Europe recognises the vital necessity of reconstruction and reorganisation of its whole system of rail transportation.

• • •

Europe is not an alluring place to visit in the year 1919. One can get plenty of food only if he has the money to meet prices that are frightfully high. And it is no longer possible as it used to be to shop in Europe more cheaply than in America. In the old days tourists used to revel in buying gloves, leather goods, woolens, and linens, because, even adding the duty, they were so much cheaper than in America. But no more. These are the very articles which have gone up in price. I have been told that the cost of gloves has increased more than anything else of the same general character in England.

The moment one gets into New York harbor returning from Europe one is conscious of a new spirit in the air. Here there is a spirit of hope, of progress and action. Here it is not possible to realise that Europe is so close to the war. Surely, here is the land of sunshine and life!

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and the Austrian Tyrol, and has for centuries formed a part of the Austrian domain. Vorarlberg, it seems, is tired of Austria, wants none of Bavaria, and would not mind joining Switzerland, but is not wanted there.

On May 11 a plebiscite was held in which 45,500 Vorarlbergers voted in favor of joining Switzerland and 11,000 against it. Overtures to Switzerland will now begin, it is added, but the Swiss cantons are themselves to have a plebiscite as to whether Vorarlberg shall be allowed to become part of Switzerland.

It is a safe guess to say that mighty few persons in these parts have even heard of Vorarlberg. It is usually lumped in with the Tyrol, yet it is distinct from that part of the quondam Austro-Hungarian Empire. There is a perfectly well-defined boundary between Vorarlberg and the Austrian Tyrol—namely, the watershed between the Rhine and the Danube. Travelers over the Arlberg Pass may see this boundary duly marked with a monument. The name Vorarlberg means the land "beyond the Arlberg Pass"—"beyond," that is, from the point of view of a person looking westward over the pass from the Austrian Tyrol.

The springs of the Rhine in Switzerland are not far from the southern boundary of Vorarlberg, across the mountains known as the Rhatikon. In this part of Switzerland is the far-famed Engadine, with its health resorts such as Davos-Platz, Chur, etc., very much better known to the world at large than the region to the north of it, where the desire for self-determination has just waked up.

In the north Vorarlberg reaches the beautiful Lake of Constance; on the shores of that lake is Bregenz, the political capital of the land. Bregenz yields precedence, so far as size is concerned, to Dornbirn, up in the mountains behind the lake, but it is nevertheless the most important place in Vorarlberg. The other leading towns are the railway junction of Feldkirch, where the lines from Tyrol, Germany, and Switzerland meet, and Bludenz. Dornbirn has about 15,000 inhabitants, Bregenz about 10,000, Feldkirch and Bludenz in the vicinity of 5,000 each.

Previous to the break-up of the Austro-Hungarian Empire, Vorarlberg was administered by a "Statthalter" residing at Innsbruck, capital of the Austrian Tyrol, but it also had a Governor of its own and an Assembly of twenty-one members. It used to send four representatives to the Reichsrat, or Imperial Parliament, at Vienna.

The Hapsburgs began adding Vorarlberg to their motley collection of territories back in the fourteenth century. Feldkirch was incorporated in their dominions in 1375, Bludenz in 1394, the Bregenz region in 1451 and 1523, Sonnenberg in 1455, and Hohenems in 1756. It was after the annexation of the latter to Austria that the Empress Maria Theresa united all the districts of the region under the name Vorarlberg and placed a Governor over them with his residence at Bregenz. In 1782 the region was made a part of the Tyrol, and in 1804, during the Napoleonic wars, it was annexed to Bavaria. It was not until 1814 that Vorarlberg was separated from Bavaria and restored, with the exception of the district of Hoheneck, to the Austrian crown. In the following year the region received its present status.

The area of Vorarlberg is 1,000 square miles, and it has something like 150,000 inhabitants, practically all of whom speak German, the exception being those who still cling to that strange dialect known as "Romansch" or "Romanic," which the Roman settlers imprinted upon the inhabitants of this region when it was known as Rhaetia.

In the more mountainous sections of the little land the inhabitants are pastoral; in the towns the spinning and weaving of cotton had risen before the war to a flourishing condition, as had various other lines of industry. Trade with the surrounding countries also grew rapidly in the years before the war, schools were improved, factories sprang up in the towns, roads and bridges were built, and railway connection established northward, westward, and eastward. From the leading Vorarlberg centers—Bregenz, Feldkirch, Bludenz—one may travel in a few hours to Lindau, the Bavarian port on the Lake of Constance, and thence to Munich, eastward to Innsbruck and Vienna, westward into Switzerland and France. The Austro-Hungarian Government also carried out extensive harbor improvements at Bregenz, thus enhancing the importance of Bregenz. Later, Saint Gallus, one of Columban's helpers, working from the great monastery of St. Gallen, west of Vorarlberg, made more headway among the heathen, and his work was successfully completed by the Bishops of Constance and Chur.

Through the Middle Ages Vorarlberg's hills were crowned with the castles of knights to whom the doctrine of "meum" and "tuum" was neither interesting nor convincing. The picturesque ruins of these strongholds, surrounded by grand Alpine scenery, are among the most attractive features of the land. One, the Schattenburg, towers gloomily over Feldkirch, and numerous others frown down from the hills of the lovely Walgau, famed for its mild climate and brawling streams. Visitors to Bregenz are reminded of the days of these robber knights by the remains of strong walls and of even remoter times by the name of the town, a corruption of Brigantium, the ancient Roman name.

Thanks to the mountains that ring them round and cut them off to a great extent from the rest of the world, the Vorarlbergers have preserved a certain independence of attitude through the centuries and have refused to be overawed by the noble lords who have sought to browbeat them. They are of an essentially practical nature, numbering in their midst more mechanics and builders than sculptors, poets, and musicians. They are industrious, frugal, even if given a bit to comfortable living, and talkative to a degree. They garnish their speech with many a witty remark, but are inclined, it is said, to become cantankerous and disputatious upon slight provocation. They are very patriotic and religious; in fact going to church and concerning one's self with church matters, says one writer on Vorarlberg, is the principal business of more than one of the mountain valleys that make up the land.

Many of the people live in fine wooden houses of a pleasing style of architecture. The contrast between these domiciles and the poorer houses of the inhabitants of the Swiss sections immediately west of Vorarlberg at once strikes the traveler's eye. The natives still wear picturesque costumes in some parts of the region, though by no means to the extent that was common as recently as twenty-five or thirty years ago. The most striking of these costumes are found in the Bregenzerwald, as the district behind the town of Bregenz is called, and in the Montavon region.

"Though small, Vorarlberg is a land favored by fortune," writes one enthusiastic admirer. In all probability the calm that has reigned in the land, with slight interruptions, for centuries, will not be disturbed, no matter what decision regarding its future may be reached.

Czech-Slovak Soldiers Are Ending Their Odyssey

Transports Are Taking Wounded Home From Vladivostok By Way Of America

By Olive Gilbreath

Vladivostok June 30.—The last lap has begun in the longest advance and retreat known in history. The Czecho-Slovaks are again moving. When they have completed this lap, they will have made the circuit of the globe—from Austria-Hungary to Russia, from Russia to Siberia and across Siberia to the sea. And now, by the help of the American government and the American Red Cross, they cross the Pacific ocean, the American continent, the Atlantic and the Mediterannean to Czecho-Slovakia, the land which they left in the hands of their Austrian masters and to which they now return after their far-flung fighting, as their own.

The first ship to have the honor of returning with these gallant fighters was the British hospital ship Madras, which sailed in early Spring by Suez with a mixed contingent of Czechs and British. Somewhat later, the American government offered three transports. The first of these, the Nanking, left Vladivostok with 1,092 invalids for San Francisco on June 16. The second, the Archer, has now also sailed for San Francisco with nearly two thousand sick and wounded aboard, and the Hefferon will follow in July. A boat chartered by the Czechs themselves, the Liverpool Maru, will proceed directly through Suez to Trieste with the most serious cot cases and the heavily wounded, the armless and legless. In total, about six thousand will be thus evacuated from Vladivostok for Bohemia.

It is a stirring sight to see these veterans embarking for home. Few come aboard with the springy step and that dauntless bearing which so quickly distinguished them from the Russians when they arrived from the Siberian steppe last April. Most of them have crutches or canes or a peculiar gait which suggests a wooden structure beneath the worn uniform, not wholly satisfactory. It is a short journey from the lighter across the tug lying between it and the steamer, but more than one face pales with the weight of the light kits which contain all their worldly possessions. And there are several who cannot make the journey at all, head wounds and paralysed. Clothed in full uniform and normal, if you see them sitting, they must be carried pick-a-back.

One brawny-armed, barechested Czech sanitar does the carrying. He takes off his shoes so as to give him a surer footing, tucks the man on his back—legs bent unless they refuse to bend—and he is off up the steep gangway like an Alpine climber. Lighter after lighter discharges its load at the foot of the gangway, hundreds are landed and stowed away with as little disorder as if they were toy soldiers being packed away on the big Archer, bulging and humping at the top like a Noah's ark with rafts and awnings and kitchens and all the odd growths which a freighter must take on to render it a transport. It may be imagination but to the casual eye, the faces seem to take on a sort of incredulous relief when the last lighter has discharged its load and steamer heads out of the Golden Horn. Five years exiled, with two oceans and a continent on one side, or a Russia infested with Bolsheviki on the other to choose from for routes home—and hardly a copeck among them! It is rather to be wondered that they can keep a military calm as the ship heads for the sea.

They do sing. As the boat swings past Egerscheldt, a chorus begins to float out over the bay. Egerscheldt has memories. It was there that the largest nests of Bolsheviki congregated last June when the Czechs took Vladivostok from the Bolsheviki. It is a Czech war chorus farther on, a church spire rises among the hills. At the sight of the little church, their caps come silently off and they chant slowly and softly. In the shadow of those spires lie comrades, for many Czechs have left their bones to whiten under Russian suns and Russian snows, who will never again see Bohemia. To Russia the Czechs can never be indifferent. Whatever has brought out the intensest in a man can never leave him unmoved in memory. And the Czecho-Slovaks have spent many bitterly hard days in Russia, fighting for their lives, for the cause of the Allies—and by their request—and fighting to bring out of the chaos of Russia a little foothold of solid ground of order, from which she might save herself. What they actually feel for Russia, for the Allies, probably only they themselves will ever know. The evident and indisputable fact is that they have established—or rather, deepened—a glorious tradition of their race; and for all men against Bolshevism, they have rendered a service. If ever troops had the right to leave Russia with songs, it is the Czecho-Slovaks.

If the Czech army had refused, when the Allies asked it, to turn back to the Urals last autumn, there is little doubt of the results. Bolshevism would have flooded across the mountains; not the comparatively mild Bolshevism of Siberia but the virulent disease of European Russia. Siberia, as well as old Russia, would have had its tidal wave of death and destruction. For the Russian troops, once among the best soldiers in the world, demoralised, somewhat infected with Bolshevik propaganda and dangerously uncertain, were in no condition to stem a tide of any sort. In November, when Admiral Koltchak took the reins, the Siberian troops numbered sixteen thousand, badly clothed and without ammunition. The struggle to build this army up—without money and against the current of Bolshevik propaganda—can hardly be imagined outside the flux and chaos of Siberia. Without the sturdy Czecho-Slovaks standing at the Urals, carrying on warfare with the Red Army, it could never in any way have been accomplished. Even with their assistance, the periods of calm were short enough; without it, there would have been no respite, no chance for organisation. Bolshevism would have dominated Siberia as it has European Russia.

The Czechs have also been of invaluable practical help to the new army as it came on to the front. Untried and with but the scantiest training, the new Siberian troops in the winter of 1918-19, were anything but invincible. The Czechs, having taken a village, would hand it over to the Siberian troops to hold, only to find the village surrendered with the first counter-attack. Gradually however, the raw Siberian troops have learned not only to hold cities but to take them and hold them. Under General Gaida, the Czech who as a captain brought the second group of echelons through the German-Bolshevik tangle last summer, the Siberian army is finding itself. The British are supplying ammunition and also training officers and in spite of the last retreat, foreign officers hope for much yet this summer from Admiral Koltchak's forces. The Czechs are now withdrawn from the front and are guarding only their portion of the trans-Siberian railway. They can no longer be said to be a factor in the Koltchak-Bolshevik struggle. For better or worse, they are going home. As they come pale and battered aboard the transports, one can but remember their gallant, heroic fighting in the days that have been. One can but cry "Viva Bohemia!" and wish for them the best of all wishes. "No Bolsheviki in Czecho-Slovakia."

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The New Balkan Problem: The Division Of Austria

The German Treaty Was A Simple Matter Compared To The Present Issue At Versailles

Races With Rivalries A Thousand Years Old Will Be Released By The Liquidation Of The Old Hapsburg Empire

By Frank H. Simonds

Paris, May 31.—While the Germans are still debating the peace terms served upon them the Austro-Hungarian Empire is in its turn passing before the Conference of Paris, and, in fact, submitting to final dissolution. No single change following the war can have more far reaching effects for the future in Europe than the total liquidation of that empire which only a few brief months ago was, next to Russia, the largest in area on the Continent, and, next to Russia and Germany, the largest in population.

Today, as a result of the settlement which was made in the treaty of St. Germain, the Austrians and Hungarians, who combined to rule an empire of 260,000 square miles, with a population of more than 51,000,000, will find themselves restricted to an area of a little more than 100,000 square miles and a population of hardly fifteen millions. This population and this area will be fairly evenly divided between the two ruling races of the old Austro-Hungarian Empire, the Germans and the Magyars.

Complete Disruption Of A Powerful Empire

We have, then, a complete disruption of one of the great empires of modern history. A hundred years ago at the Congress of Vienna, Austria, represented by Metternich, had decisive influence. For forty years thereafter this influence remained. Prior to the Congress of Vienna France and Austria for two centuries had been rivals for the rebirth of national aspirations among the subject peoples of the Hapsburg Empire. Above all, the Pan-Slav aspirations of the Serbs, Poles, Czechs, Croats and Slovaks have combined to destroy utterly what has been one of the most powerful forces in European history.

It is worth recalling again that this world war which we are now liquidating had its occasion in the assassination of the Austrian Archduke at Sarajevo just five years ago. It is worth remembering that this war had its origin in the conviction held alike in Vienna, Budapest and Berlin, that the result of the Balkan wars had doomed the Hapsburg edifice unless preventive war could postpone the evil day. The majority of the subjects of Francis Joseph were Slav. At no distant time this majority would assert its right and change the whole course of Austro-Hungarian policy. Archduke Francis Ferdinand himself, foreseeing the inevitable change, was preparing to admit the Slavs into the new Austro-Hungarian federation when an assassin's bullet terminated his life, and the last hope of salvation for the empire which would have been his.

Hoped To Crush Serbs And Cow Slavs At Home

The Austrians challenged the Serbs, because the ruling race believed that if Servia were crushed the Slavs within the empire would be cowed and forced to abandon separatist aspirations. Germany supported Austria, because German hopes and ambitions rested squarely upon the preservation of the existing rulers in the Austro-Hungarian Empire.

When Russia took up the cause of the Serbs, when France and Great Britain were brought inevitably into the struggle, when Italy finally enlisted, then it became clear that whatever were the other issues of the war only German victory could save Austria. With the fall of Russia, Allied plans for the partition of Austria-Hungary were temporarily laid aside, but with the sudden change in the situation last summer and the collapse of Austria at Piave last autumn the Hapsburg monarchy suddenly dissolved, it fell apart into fragments, and now it is the business of the Paris conference to determine the frontiers between these fragments.

The collapse of so great an empire must necessarily produce consequences too far reaching to be fully appreciated at the moment. Five years ago the three great empires occupying Central and Eastern Europe were dominating factors in all European calculations. Today Austria is a mass of incoherent fragments, Russia is in a state of anarchy and Germany, for the moment at least, lies prostrate. In all three great states dynasty has disappeared and republics have replaced royalty.

Austria Long Held To Be A Buffer State

It has been said of Austria in the olden times that if there were no such state it would be necessary to create one to preserve the peace of Europe. The truth of this observation is being brought home again when the Paris conference is struggling with the conflicting national aspirations of the inhabitants of the old empire with the full realisation that even were insoluble ethnological complexities satisfactorily adjusted, economic problems even more serious for the future would remain.

It is no little operation to divide 260,000 square miles of territory and 51,000,000 of people belonging to at least a dozen races in such fashion as to satisfy the people thus separated and preserve for all of them some semblance of economic possibility in the future.

In the old Austro-Hungarian Empire there were Germans, Magyars, Rumanians, Italians, Czechs, Slovaks, Poles, Slovenes, Croats and Jews. In the long course of its history the Hapsburg dynasty had acquired territory in all directions, inhabited by a population incapable of fusion, and these populations, through centuries of oppression, had acquired animosities and hostilities indescribably acute.

When Austria-Hungary fell there were immediately formed a certain number of states. In the north the Poles in Galicia made common cause with their brethren in Russia. The Czechs of Austria joined hands with the Slovaks of Hungary; Serbs, Croats and Slovenes united with the Serbs to the south; Italy laid hands upon her lost provinces; Rumania a little less promptly occupied Transylvania, Bukovina and other regions inhabited by Rumanians.

Empire's Fall A Signal For Rise Of New State

Thereupon there arose and endures almost an indescribable chaos of new questions. Poles and Czecho-Slovaks dispute the possession of the region of Teschen; Poles and Ukrainians both claim Lemberg and East Galicia; the Germans of Bohemia demand separation from the Czechs; Rumanians and Ukrainians are at odds over Bukovina; Czecho-Slovaks and Ukrainians over the Slav regions of northeast Hungary; Serbs and Rumanians are quarrelling over western Banat; Serbs—that is, Jugo-Slavs—and Italians are at daggers drawn over Fiume and Dalmatia. Austrian Germans and Jugo-Slavs are contesting the possession of the districts north of the Drave.

Here, then, is a situation defying diplomacy. There was the old Austro-Hungary question between the Serbs and the Hapsburg monarchy, and between the Italians and the Austro-Hungarian Empire, but today, with the Hapsburgs gone and the empire fallen, twenty questions, each threatening the peace of the world, have arisen.

Nor is it possible to solve these questions by the simple application of the fourteen points or of any other formula.

An example: Banat, claimed by Hungarians, Serbs and Rumanians, is actually inhabited by half a score of races no one of which is in the majority. There are more Rumanians than Serbs or Hungarians, but there are several hundred thousand Germans. Further, any ethnological division would result in economic paralysis, since it would give one country a larger part of territory, but another all railroad and river outlets.

No Easy Matter To Reconcile All Races

To solve the Austro-Hungarian problem by faithful appreciation of the right of self-determination would be to create a crazy-quilt. To settle it on the basis of economic interests would be to perpetuate chaos by continuing a mixture of races, and yet some solution, some settlement, must be made.

At the present moment we have seen the whole progress of the peace conference threatened by the dispute of the Jugo-Slavs and Italians over Fiume. A temporary compromise for this question may be found; a solution remains, practically speaking, impossible.

There is not a well informed observer in Paris who does not believe that war between the Italians and the Jugo-Slavs is a moral certainty within the next decade. We have removed the peril of Italia Irredenta, but, despite the best intentions of the Paris Conference, a new Irredenta has been created on the Adriatic.

Moreover, the old tendency toward combination is reasserting itself. Italian policy and Rumanian policy march toward a common alliance against Jugo-Slavs, since Rumania claims all of Banat and Italy the Jugo-Slav regions on the Adriatic. A similar drift of Hungarian policy toward Germany is inevitable, since Hungary will find herself without natural frontiers and reduced from a state of 20,000,000 to an insignificant republic of 7,000,000. German Austria already has demanded union with Germany.

Natural Barriers Defy All Rules Of Existence

In uniting Czechs, Slovaks, Ruthenians and South Carpathians the Paris conference has liberated large numbers of Slavs, but the new state it has created defies all rules of national existence. It extends transversely across mountains; railroads and highways uniting east with west do not exist and cannot be built, and if the Czechs and Slovaks have been united of their own wish the Ruthenians will clamor for unity with the Ukraine.

Besides the solution of the Austrian problem the German question is trival. Actually, in creating half a dozen new states we have raised twice as many new problems. Exactly as the liberation of the Balkan states [illegible] kept Europe in an uproar for half a century we have created a dozen larger states, equally certain to threaten the peace of Europe. With these races the league of nations can have no weight, since whatever the situation in the west of Europe, nationalism still remains rampant in the east.

Fourteen Points No Peace Maintainer Here

The solution of the questions involved on the basis of the fourteen points brings no aid, because in all major conflicts each side can with equal justice invoke at least one of these point to support its contention.

In sum it is essential for Americans to recognise that, so far as the peace of the world is concerned, the Austrian settlement even is more important than the German, and that the possibilities of permanent adjustment are far less numerous. Actually the war, by destroying the central authority of the Hapsburg monarchy, has released races whose rivalries are at least a thousand years old. These races are as unwilling to submit their claims to the final decision of the league of nations as were the Balkan races to subordinate theirs to the will of the concert of Europe.

However boundaries may be drawn, hundreds of thousands of people will, in the nature of things, be subjected to a rule they will not recognise. The Germans will be placed under Slavs, Slavs under Italians, Hungarians under Rumanians, Poles under Ukrainians, and Ukrainians under Poles, and such a situation can lead only to new crises.

Already the Italians and the Rumanians have threatened to leave the peace conference if their claims are not recognised, while the Poles have defied the Paris conference in eastern Galicia, and the Serbs are preparing to resist the Italians on the Adriatic, where, as always, peace is preserved only by temporary expeditents.

League Without Power To Enforce Its Mandate

Theoretically the intervention of the league of nations would prevent such conflicts. Actually, the league of nations is without power, and all economic weapons will in the briefest [illegible]vably stop outside the area of conflict until the races involved have settled their own disputes, but, on the other hand, in the Balkans this never was possible, and the dispute between Bulgaria, Servia and Greece over territory hardly as large as Connecticut dragged the world into the most stupendous conflict of human history the end of which sees the Balkan question still unsettled and all middle and eastern Europe Balkanised.

Such, then, are some of the aspects of the problems liquidating the Austro-Hungarian Empire.

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Shanghai, July 12, 1919.

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Financial Situation In U. S.

Crop-Moving Needs And Foreign Loans Promise Large Demands On Credit Market

New York, June 2.—Speculation for the rise of prices played a greater part in the market drama last week than in any similar period since the armistice went into effect. In cotton even more than in stocks, perhaps, was evidence supplied of efforts to discount later days of satisfactory business as well as current improvement to a substantial extent, that it would seem as though stock market participants were deliberately ignoring some of the possibly adverse developments which hover over the edge of the financial horizon. Taking the money supply as one, call loan rates fluctuated mostly between 4½ and 5 percent, with an occasional stiffening to 6 per-

[redacted]

spect of their replacement at higher prices, and the relative ease and adequate supply of money—these have been credited by market observers as the basic influences in the current advance of securities. The trend of prices has been so persistently upward, without even the offsetting item of an occasional reaction of substantial surprising proportions, that it appeared in certain directions.

* * *

Cotton has risen something like 12 cents a pound since March 15, last week's rise being more than 3 cents gross in several options. In terms of bales the advance in a little more than two months has been between $55 and $60 on future contracts, which seems the result of speculation based on the belief that the acreage devoted to cotton this season would be much reduced, as well as the product of extensive forward buying by spinning interests at home and abroad. It is clear that what has been going on in this market will find reflection in our foreign commerce figures, unless the expansion of exports looked for after the peace treaty is completed is to disappoint calculations. In this connection there is room for study of both current foreign exchange quotations and the partly formed plans for lending money to Europe for the purchase of raw materials. Certainly, the extraordinary depreciation of French and Italian exchange of recent weeks is not conductive to growing purchases of cotton, among other much needed products, in this country. When late in March the price of July cotton contracts was less than 20 cents a pound, the franc was worth 17 cents in the New York market and the lire was worth 14 cents. Now July cotton is around 39 cents and the franc is down to 15 cents and the lire to 12 cents. These exchanges have a smaller purchasing power in terms of dollars than in March, and a tinge of irony is brought into the situation by a sharp advance in the cotton price. This is an illustration of a highly adverse problem which must be solved if the ability of European consumers to absorb our goods is to be enhanced. The solution lies, apparently, in the early completion of a broad program whereby American banking resources and the surplus incomes of the people will be made available for credits and loans to Europe.

* * *

Senator Owen proposes a giant foreign trade corporation, of whose $1,000,000,000 the Government shall subscribe $250,000,000. He would have the banks take a similar amount and the public provide the balance. The Senator's purpose, and he has the support of a number of exporters and manufacturers, is to stimulate outward shipments by helping the foreign buyers to finance his purchases. The project would be aided, he holds, if the Government lent its material support. To this Secretary of the Treasury Glass objects, principally to the Government's part for he maintains that the sooner enterprise is freed of all Government direction and influence the quicker will be the broad recovery of the country's trade. This attitude by the head of the Treasury is more far-reaching and significant than in its application to the foreign trade organization. It would seem to supply encouragement to bankers who originally planned to undertake the distribution of foreign securities and afterward were thrown into some doubt of the freedom they would have if the Government sought to assist. On the other hand, the Secretary's position is hardly of a sort to lend hope to holders of the $50,000,000 Russian 6½ percent bonds floated in this country early in the war period that the Treasury might intervene to protect their investment in a way similar to the measures taken by the British Government to insure owners of Russian bonds in Britain against loss. The issue falls due June 19 and sufficient funds to meet it are not believed to be available.

Shanghai Produce & Stock Exchange

Transactions

Shanghai, July 12, 1919.

BUSINESS DONE

Japanese Bond 5%:
Tls. 36.70 July
Shanghai P. and S. Exchange:
Tls. 21.50 July
Japan-China S. and W. Co.
Tls. 26.50 August
Tls. 27.20 September
Kuhara Mining (new)
Tls. 24.20 September
Local Yarn:
Water Moon 16's Tls. 197.70 Sept

Sharebrokers' Association

Transactions

Shanghai, July 12, 1919.

BUSINESS DONE

Official

New Engineering Tls. 30.00 Sept.
Shanghai Docks Tls. 145.00 July

Unofficial

Trams "B" Tls. 79.50 cash

PHONE WEST 189
FORD HIRE SERVICE
77 ROUTE VALLON

DRINK
RED ROC
The Perfect Water

PAINLESS DENTIST

Specialist in Crown, Bridge and Plate Work; Painless Extractions; and Oral Diseases

(Twentieth Century Bridgework)

DR. THOS. DONOHOE
83 SZECHUEN ROAD
(15 EZRA ROAD)
Telephone, Central 2743
MODERATE FEES
Graduate University of Cal., U. S. A.

"FREEZOR" FANS

CEILING AND DESK FANS
OSCILLATING FANS, THREE SPEEDS
for all Voltages in all sizes.

The General Electric Co. (of China), Ltd.
(Shanghai—Hongkong—Hankow—Tientsin)
Telephones 1608 & 1606 — 1 & 2 NINGPO ROAD,
Telegrams: "GENLECTRIC" — SHANGHAI.

Kavkas Mercury & Vostochnoe" Ltd.

WAREHOUSING, INSURANCE AND TRANSPORT OF GOODS WITH ADVANCES.
Established 1840.
HEAD OFFICE N PETROGRAD

FOREMOST Russian Steamship Company. Owners of over 30 Cargo and Passenger steamers, plying on the Vola, Kama, Oka Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENT TO AND FROM RUSSIA. Marine and War Insurance risk covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager.
Telephone No. 1478. The Bund.

[redacted]

BIANCHI'S
is the place for
ICE CREAMS
Tel. 2264.

Would you drink unfiltered water from a creek?

Then why contaminate your food and drink supply by storing them with ice taken from filthy creeks and ponds?

USE ONLY PURE MACHINE-MADE

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Shanghai Ice & Cold Storage Co., Ltd.
Ezra Building, 24 Nanking Road
Tel.: Cent. 652/63; after office hours, N. 663
WE DELIVER FREE ANYWHERE IN THE SETTLEMENTS
2 CENTS (MEX.) PER LB.

THE KAILAN MINING ADMINISTRATION

KAIPING Coke Coal

For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai

HAVE YOU ANYTHING TO SEND?
Then call up the
CHINA EXPRESS COMPANY
North 1612
Freights or parcels booked through S. N. R., T. P. R., Lunghai Railway, Peking-Hankow, etc.
Exclusive Express service by the S. N. R., S. H. N. R.
We are the official Agents of the American Express Co., Shanghai. Head Office: 207-211 Boundary Road, Shanghai. (Opposite the Railway Station). Telephone North 2180 and 1612.
THE CHINA EXPRESS CO., is the only transportation company specializing in Railway Transportation. Thus you may rely on us for service.

Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and written.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

Last Hope Of Wets In U.S. Lies In Supreme Court

Will Ask Tribunal To Declare Amendment Invalid Because Referendum Was Not Allowed In Certain States

Washington, June 1.—The hope of the people who believe the Prohibition Amendment was the result of the ruthless domination of Congressional delegations by the Anti-Saloon League and not the will of the people of the United States rests in the Supreme Court.

Sooner or later, and it will probably be sooner, the question whether the act of a Legislature is complete in a State that has the referendum until the people of that State have approved the legislative ratification of the Eighteenth Amendment will come up to the highest tribunal in the Nation. It will be brought to the highest court whether State courts hold that the Eighteenth Amendment is now part of the United States Constitution or not. Neither wets nor drys will accept a verdict short of the ultimate authority.

Ohio Probably First To Act

The case will come up through a variety of channels. Fourteen States have referendum laws: Arkansas, California, Colorado, Idaho, Oregon, Washington, Nevada, New Mexico, Utah, Nebraska, Ohio, Missouri Michigan and Maine. In ten of these States referendum agitation is already under way. The effort will be made to circulate referendum petitions in the other four: Idaho, Oregon, Nevada and Utah.

Ohio will probably be the first State to take action. A dry majority in the Legislature is endeavoring to prevent a referendum. It is likely the first question brought up will be whether in Ohio a referendum can be compelled on the ratification of the Eighteenth Amendment. The drys will appeal from the decision of the State Courts if the verdict is in the affirmative, and the wets will appeal if it is the other way.

There is a decision of the United States Supreme Court on an Ohio case that is the foundation of the argument of the wets. To a layman it would seem to settle absolutely that, in Ohio, at least, the people are by law part of the Legislature and may take part in any enactment whether it applies to State or national affairs. The Anti-Saloon League view of this, however, as enunciated by Dr. E. C. Dinwiddie tonight, is as follows:

Position Taken By Drys

"The proposition upon which we finally rest is that State Constitutions and State laws which provide for referendums can, in the very nature of the case, apply only to those questions which are of intra-State concern and can have no bearing upon issues arising under the supreme authority of the Constitution of the United States."

But in this decision, which was on the right of the State to rearrange Congressional districts, the same argument was made, that the referendum could not apply to a Federal question but was confined to State issues, and the verdict of the State courts overruling those arguments is exactly what the United States Supreme Court affirmed three years ago. In that decision Chief Justice White held:

"The decision of the highest court of the State, just under such amendment (the referendum amendment) the legislative power of the State is now vested not only in the General Assembly but also in the people by referendum and that a law disapproved by the referendum is not law, is conclusive here.

"Nothing in the act of Congress of Aug. 8, 1911, (37 Stat., 13), apportioning representatives among the States, prevents the people of a State from reserving a right of approval or disapproval by referendum of a State act redistricting the State for the purposes of Congressional elections."

Meanwhile Amendment Stands

Until the United States Supreme Court rules that referendum indorsement of the Legislature's action is necessary the Eighteenth Amendment stands. Although all ten of the States in which referendum action is being sought repudiated the acts of the Legislatures it would have no effect on the law which became part of the written Constitution when Acting Secretary of State Polk issued his proclamation. If the Supreme Court has not decided the point by Jan. 1 the manufacture, sale or transportation of all intoxicating liquor is barred wherever the flag of this country flies.

The ratification by three-fourths of the Legislatures, the State Department, will hold, completes the amendment. No State can reconsider or withdaw its ratification. If the United States Supreme Court should hold, however, that the referendum is a vital part of the legislation it would be another story and there would be another proclamation. Should this decision come before the required number of States had ratified, with the referendum there would be at least a respite.

As to the probabilities of the final court's decision, legal opinion runs with the source of the retainer. The lawyers for the wets say there is no question of the apposit'veness of the decision in the case of Ohio vs. Hildebrand. The Anti-Saloon League lawyers assure all inquirers that there is not a vestige of merit in the citation.

Californian Engineers Fight

There is no organised effort in Washington to bring about referendum in the States that have provided themselves with this remedy against influenced Legislatures. That part of the fight is being engineered by Theodore A. Bell of California, who recently made the statement that if Ohio declines to ratify the action of its Legislature the amendment will be suspended until September, 1920, when Maine, the next referendum State to hold a general election, will have the opportunity to decide the liquor question for the American Republic. Dr. Dinwiddie tonight made answer to Mr. Bell.

"Mr. Bell was recently reported as saying that the referendum to place the Eighteenth Amendment proposition on the ballot has been started in ten States, and that it is therefore 'held up in ten States, leaving but thirty-five in which final ratification has been effected, whereas thirty-six are necessary to make it operative.'

"Mr. Bell's statement to the above effect does not make it so. The situation is precisely contrary to that stated. Forty-five States have ratified the amendment. It is not a question of what Mr. Bell may say or what I may say—it is a question as to what the Constitution of the United States says.

"Several States have already held that their referendum laws or constitutional provisions do not apply to Federal questions, and in this they are undoubtedly right. The language of Article V. is explicit. It says the Legislatures—not the legislative power—of three-fourths of the States, and the Legislatures refers to the bodies just as the term 'Congress' refers to the Senate and House of Representatives of the United States.

Cites Cases Of Two States

"In the first place, eight out of the ten States named by Mr. Bell, upon which the liquor forces are placing dependence, have adopted prohibition by popular vote, and the liquor men have little show of carrying any of them in case of a referendum. Two examples out of the States named will reinforce what I say. Prohibition became effective in Washington in 1916. About a year later, after it had had that much of a test, the liquor men brought on elections to permit beers and light wines to be sold and to allow hotels to serve such liquors with meals. These amendments were defeated by majorities eight and twelve times as large as the majority by which prohibition was first adopted.

"Michigan adopted prohibition in 1916 and it went into effect May 1, 1918. The majorty for prohibition was nearly 70,000. Last April the liquor men brought on a vote on an amendment to permit the sale of beers and wines, but Michigan's experience with prohibition was such that the liquor proposal was defeated by over 200,000.

"In the second place, if a referendum is ordered in some of these States, that of itself does not change the fact that the Eighteenth Amendment has been certified as a part of the Federal Constitution. It simply means that we shall finally get the question in the Federal courts if the liquor men propose to continue these tactics, and it will not rest upon a decision of State courts that may have placed their State laws in opposition to the Constitution of the United States and laws enacted in pursuance thereof."

In Awe Of The League

On the vital question of whether it will or will not be possible to buy a drink after January, 1920, the prophets are evasive. Few of the Congressional delegations from the referendum States are willing to commit themselves as to the probable course of events. The warning shadow of the Anti-Saloon League is always on the wall before them, even though their personal inclinations are to hope for the best.

Privately they have little hope of the ultimate nullification of the Eighteenth Amendment by referendum votes in the States. They do see the possibility of having it held up by a Supreme Court decision on the referendum issue, which would afford time to organise a campaign that the sanguine among them think might in the last settlement rescue beer and light wines from the wreck.

In the State of Washington, according to one of the non-quotable ones, the appeal of the California wine growers has brought a decision from the State Supreme Court that a referendum would be necessary to make the ratification stand, ohly if the referendum was called for. So much time has been consumed, he says, in court litigation, that it will hardly be possible now to get a sufficient number of names to a petition to call for the referendum. He looks for an appeal now to have the courts grant more time in which to file this petition.

Senator Phelan of California, one of the few with the courage to talk about prohibition, said:

California Moving Already

"California is now engaged in getting signatures to a petition for a referendum. I do not think there will be any difficulty in obtaining a referendum, which probably will be held at the general election next fall. The legal question has been raised whether the result of the referendum would supersede the action of the Legislature. That question probably will have to be decided by the courts.

"I do not think proceedings to test it have been started and they probably will not be until after the referendum. I have heard of a case decided by the Supreme Court with relation to a referendum in Oregon several years ago. It fixed telephone rates. In a suit it was contended that a referendum of that sort destroyed the republican form of government. The Supreme Court held the referendum was legal and the rates fixed by it stood."

When pressed for a definite statement most of the Congressmen insisted they had heard nothing about referendum activity in their States. Generally they felt that such movements would not accomplish much.

The one gleam of sunlight for the wets is that the President will on his return to this country see his way clear to proclaiming the army demobilised, which would give five months or so of liquor liberty to those sections of the country that have not determined on teetotalism by local enactment.

To Feel Fit and Cool

drink some of the refreshing, invigorating beverages which we sell by the bottle, dozen, or case:

SHASTA WATER—Nature-made in California.
ALQUA WATER—Neutralizes acids.
VICHY WATER—King of all French mineral waters.
WILKINSON'S TANSAN—Aids digestion.
LEMON SQUASH & LIME JUICE—For home-made lemonade.
GRAPE JUICE—Palatable, appetizing.
LOGANBERRY JUICE—Nature's Gift from Oregon.
APPLE CIDER—Made from fresh apples only.

CALIFORNIA FRUIT SYRUPS

A WINNER!
Golden State Pure Lemon Juice
85 cts. a bottle

Each bottle contains the juice of 18 Lemons, enough to make 24 Lemonades.

A most pleasant and economic drink.
Ask for our price on case lots.

Pick out your favorites and telephone your order to
CENTRAL 1483.
We deliver twice a day.

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100 Szechuen Road Corner Jinkee Road.

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Is Where Architectural Beauty and Harmony Make Their Strongest and Most Intimate Appeal.
Therein You Indulge the Sentiment or House Furnishing.

V.K. SHEN & SON
Furniture Makers and Interior Decorators
(FOUNDED 1894)
The Firm with Built Reputation
SHOWROOMS 9 Bub. Well Rd. *TELEPHONE* Central 1710

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 26)

LOST

Notice is hereby given that the Bill of Lading No. 14, per s.s. "Ningshao," trip 12 from Kiukiang, marked J, 50 packages of tobacco leaf, has been lost. The public are hereby warned that the same has been cancelled.

SUNG KEE.
24427

PLATINUM

ORDERS taken for Jewellers, Electricians, Dentists and other professions and trades.

We also buy raw and old platinum at best market prices.

Melting done promptly.

WO SHING,
Tel. C. 1577, 198 Kiangse Road.
24286

MOTOR BOATS

For Business or Pleasure.
A number of Fast and Medium speed Motor Boats, Motor Tow Boat and a large Houseboat for sale.
Apply to
WRIGHT & BELYEA,
8 North Honan Road.
24240

CANCELLATION

Notice is hereby given that we have received telegraphic advice from the How Kee, (厚記) Chungking, to stop payment on a draft No. 110, issued by the How Kee, Chungking, in favour of Ziang Kee, (祥記) for Shanghai Tls. 3,000, due on 15th day of 6th moon, payable at the How Kee, Shanghai.

The public are hereby cautioned against negotiating the said draft, as it has been cancelled for payment.

HOW KEE, SHANGHAI.
Shanghai, July 11, 1919.
24413

The Yangtsze Insurance Association, Limited

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the Board of Directors have made a call of $40 per share in order to make the shares of the Association fully paid up. The Board have also declared a Bonus to Shareholders of $40 per share which will be applied by them in payment of the above-mentioned call.

A circular has been posted to all Shareholders giving them full information of such call and bonus.

The Transfer Books of the Association will be closed from the 25th to the 31st July, 1919, both days inclusive.

By Order of the Board of Directors
W. S. JACKSON,
General Manager.
Shanghai, 11th July, 1919.
24442

NOTICE

The undersigned are authorized to sign for this firm:
Mr. George R. Coleman,
Mr. Horace Beeson.
Gaston, Williams and Wigmore,
Far Eastern Division, Inc.
JOSEPH J. KEEGAN,
Managing Director.
24397

Russian Lady Dentist
Miss. A. Gauhman
20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.
17387

Japanese Bone-setting Treatment

Anyone who suffers from any of the undermentioned troubles may be wondrously and promptly cured:

- Fractures.
- Dislocations.
- Contused wounds.
- Incomplete dislocations.
- Transmutation of members from injuries.
- Disability of motion of joints.
- Rheumatism from wounds.

Diagnosis in the forenoon.
Attendance by arrangement in the afternoon.
Apply to:
KUAISHUNDO
No. 42, Chapoo Road

Removal Notice

We have removed from 127 Peking Road
to
450-1-2-3 Wei Hai Wei Road
HWA VENG CARPET FACTORY
24228

Dr. E. G. Lobzowsky
DENTIST
Four Years' Practice in New York.
Plate, Crown, Bridgework, Gold and Porcelain Inlay.
No. 3 G. Peking Road

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

Dr. James Yuking's
Office for Venereal Diseases is now removed to
73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

TAKE ADVANTAGE
OF THE
HIGH EXCHANGE
Carry a Gold Dollar Account
WITH
AMERICAN EXPRESS COMPANY
No. 3 Kiukiang Road

O.V.B.
OREGON'S VERY BEST
LOGANBERRY JUICE
Serve it for Luncheon, Dinner or Dance
Gande, Price Co., Agents

Szechwan Grass Cloth

Just sufficient for your wants. Ideal for the summer months.

We supply it:
ONE PRICE
ONE ROLL
ONE QUALITY
ONE COLOUR
ONE LENGTH
ONE WIDTH.

Price, Prepaid $7.50 per roll.
Postage and Duty Free.

WIDLER AND COMPANY
Chungking, West China

HONMA HOSPITAL
No. 84 Miller Road. Tel. N. 2961
Dr. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

The Shanghai Chemical Laboratory
No. 4 Canton Road

Municipal Notification
No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures of this issue will bear interest [illegible] the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, April 12, 1919.
24215

Dr. med. F. T. Kiang
Physician and Surgeon
(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office: 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

JAPANESE VETERINARY HOSPITAL
DR. S. NAKANISHI
and
DR. G. KAWABE
Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)
23518

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FOR CARGO, PARCELS AND SMALL CONSIGNMENTS
via
Shanghai-Nanking and Tientsin-Pukow Railways. Immediately Dispatched at lowest rates, suitable to all parties
Rates forwarded on application, or representative will call.
APPLY: The National Transport Co.,
203/205 Boundary Road, Shanghai. Tel. North 338
or at Town Office: 11A Nanking Road, c/o Harvey's Advertising Agency.
Telephone, Central 4208
22173

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IMPORTERS OF PIECE GOODS,
METALS, HEAVY CHEMICALS,
ANILINE DYES, ETC.
EXPORTERS OF CHINESE PRODUCE
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New York, 20-22 Broad Street
Shanghai, 6B Kiangse Road
Cable Address: "Sawcanco" Shanghai
Telephone: Central 1628

Tel., Central 2036
Dr. FRED M. GENSBURGER
Eye-Sight Specialist
Consulting Hours
10 to 12 a.m., 2 to 5 p.m.
and by appointment
38, Nanking Road
1st Floor

Financial And Commercial News

Exchange and Bullion

Shanghai, July 12, 1919.
Money And Bullion
...igns: buying rate
@ 5/4 = Tls. 3.75
@ exch. 74.5 = Mex. $5.03
Dollars: Bank buying rate,
@ 121¼ = Tls. $2.47
@ exch. 74.5 = Mex. $110.70
Dollars: Market Rate: 74.25
Gold Bars: 978 touch Tls. 212
...r Cash ..... per tael 18..
... Interest ..... Tls. .14
...atest London Quotations
...ilver ..... 53½d.

[redacted]

Financial Situation In U. S.

Crop-Moving Needs And Foreign Loans Promise Large Demands On Credit Market

New York, June 2.—Speculation for the rise of prices played a greater part in the market drama last week than in any similar period since the armistice went into effect. In cotton even more than in stocks, perhaps, was evidence supplied of efforts to discount later days of satisfactory business as well as current improvement to a substantial extent, that it would seem as though stock market participants were deliberately ignoring some of the possibly adverse developments which hover over the edge of the financial horizon. Taking the money supply as one, call loan rates fluctuated mostly between 4½ and 5 percent, with an occasional stiffening to 6 percent, spect of their replacement at higher prices, and the relative ease and adequate supply of money—these have been credited by market observers as the basic influences in the current advance of securities. The trend of prices has been so persistently upward, without even the offsetting item of an occasional reaction of substantial surprising if restrictions appeared in certain directions.

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Senator Owen proposes a giant foreign trade corporation, of whose $1,000,000,000 the Government shall subscribe $250,000,000. He would have the banks take a similar amount and the public provide the balance. The Senator's purpose, and he has the support of a number of exporters and manufacturers, is to stimulate outward shipments by helping the foreign buyers to finance his purchases. The project would be aided, he holds, if the Government lent its material support. To this Secretary of the Treasury Glass objects, principally to the Government's part for he maintains that the sooner enterprise is freed of all Government direction and influence the quicker will be the broad recovery of the country's trade. This attitude by the head of the Treasury is more far-reaching and significant than in its application to the foreign trade organization. It would seem to supply encouragement to bankers who originally planned to undertake the distribution of foreign securities and afterward were thrown into some doubt of the freedom they would have if the Government sought to assist. On the other hand, the Secretary's position is hardly of a sort to lend hope to holders of the $50,000,000 Russian 6½ percent bonds floated in this country early in the war period that the Treasury might intervene to protect their investment in a way similar to the measures taken by the British Government to insure owners of Russian bonds in Britain against loss. The issue falls due June 19 and sufficient funds to meet it are no believed to be available.

Shanghai Produce & Stock Exchange
Transactions

Shanghai, July 12, 1919.
BUSINESS DONE
Japanese Bond 5%:
Tls. 36.70 July
Shanghai P. and S. Exchange:
Tls. 21.50 July
Japan-China S. and W. Co.
Tls. 26.50 August
Tls. 27.20 September
Kuhara Mining (new)
Tls. 24.20 September
Local Yarn:
Water Moon 16's Tls. 197.70 Sept

...harebrokers' Association
Transactions

Shanghai, July 12, 1919.
BUSINESS DONE
Official
New Engineering Tls. 30.00 Sept.
Shanghai Docks Tls. 145.00 July
Unofficial
Trams "B" Tls. 79.50 cash

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The Perfect Water

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(15 EZRA ROAD)
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Graduate University of Cal., U. S. A.

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SPECIAL FACILITIES GRANTED FOR SHIPMENT TO AND FROM RUSSIA. Marine and War Insurance risks covered on first class policies at lowest current rates.
Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain France, Italy and United States of America.
M. A. MORDUCOVITCH, Manager.
Telephone No. 1478. The Bund.

[redacted]

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We are the official Agents of the American Express Co., Shanghai. Head Office: 207-211 Boundary Road, Shanghai, (Opposite the Railway Station). Telephone North 2180 and 1612.
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Peking Union Medical College
Announcements for the Academic Year 1919-20
The work of the recorganized Peking Union Medical College is divided between two schools: the Medical School which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.
All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.
THE MEDICAL SCHOOL
Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.
All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.
Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.
Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.
THE PREMEDICAL SCHOOL
Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.
Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.
Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.
Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.
EXAMINATIONS
Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to
The Dean,
Peking Union Medical College, Peking, China.

Last Hope Of Wets In U.S. Lies In Supreme Court

Will Ask Tribunal To Declare Amendment Invalid Because Referendum Was Not Allowed In Certain States

Washington, June 1.—The hope of the people who believe the Prohibition Amendment was the result of the ruthless domination of Congressional delegations by the Anti-Saloon League and not the will of the people of the United States rests in the Supreme Court.

Sooner or later, and it will probably be sooner, the question whether the act of a Legislature is complete in a State that has the referendum until the people of that State have approved the legislative ratification of the Eighteenth Amendment will come up to the highest tribunal in the Nation. It will be brought to the highest court whether State courts hold that the Eighteenth Amendment is now part of the United States Constitution or not. Neither wets nor drys will accept a verdict short of the ultimate authority.

Ohio Probably First To Act

The case will come up through a variety of channels. Fourteen States have referendum laws: Arkansas, California, Colorado, Idaho, Oregon, Washington, Nevada, New Mexico, Utah, Nebraska, Ohio, Missouri Michigan and Maine. In ten of these States referendum agitation is already under way. The effort will be made to circulate referendum petitions in the other four: Idaho, Oregon, Nevada and Utah.

Ohio will probably be the first State to take action. A dry majority in the Legislature is endeavoring to prevent a referendum. It is likely the first question brought up will be whether in Ohio a referendum can be compelled on the ratification of the Eighteenth Amendment. The drys will appeal from the decision of the State Courts if the verdict is in the affirmative, and the wets will appeal if it is the other way.

There is a decision of the United States Supreme Court on an Ohio case that is the foundation of the argument of the wets. To a layman it would seem to settle absolutely that, in Ohio, at least, the people are by law part of the Legislature and may take part in any enactment whether it applies to State or national affairs. The Anti-Saloon League view of this, however, as enunciated by Dr. E. C. Dinwiddie tonight, is as follows:

Position Taken By Drys

"The proposition upon which we finally rest is that State Constitutions and State laws which provide for referendums can, in the very nature of the case, apply only to those questions which are of intra-State concern and can have no bearing upon issues arising under the supreme authority of the Constitution of the United States."

But in this decision, which was on the right of the State to rearrange Congressional districts, the same argument was made, that the referendum could not apply to a Federal question but was confined to State issues, and the verdict of the State courts overruling those arguments is exactly what the United States Supreme Court affirmed three years ago. In that decision Chief Justice White held:

"The decision of the highest court of the State, just under such amendment (the referendum amendment) the legislative power of the State is now vested not only in the General Assembly but also in the people by referendum and that a law disapproved by the referendum is not law, is conclusive here.

"Nothing in the act of Congress of Aug. 8, 1911, (37 Stat., 13), apportioning representatives among the States, prevents the people of a State from reserving a right of approval or disapproval by referendum of a State act redistricting the State for the purposes of Congressional elections."

Meanwhile Amendment Stands

Until the United States Supreme Court rules that referendum indorsement of the Legislature's action is necessary the Eighteenth Amendment stands. Although all ten of the States in which referendum action is being sought repudiated the acts of the Legislatures it would have no effect on the law which became part of the written Constitution when Acting Secretary of State Polk issued his proclamation. If the Supreme Court has not decided the point by Jan. 1 the manufacture, sale or transportation of all intoxicating liquor is barred wherever the flag of this country flies.

The ratification by three-fourths of the Legislatures, the State Department, will hold, completes the amendment. No State can reconsider or withdaw its ratification. If the United States Supreme Court should hold, however, that the referendum is a vital part of the legislation it would be another story and there would be another proclamation. Should this decision come before the required number of States had ratified, with the referendum there would be at least a respite.

As to the probabilities of the final court's decision, legal opinion runs with the source of the retainer. The lawyers for the wets say there is no question of the apposit'veness of the decision in the case of Ohio vs. Hildebrand. The Anti-Saloon League lawyers assure all inquirers that there is not a vestige of merit in the citation.

Californian Engineers Fight

There is no organised effort in Washington to bring about referendum in the States that have provided themselves with this remedy against influenced Legislatures. That part of the fight is being engineered by Theodore A. Bell of California, who recently made the statement that if Ohio declines to ratify the action of its Legislature the amendment will be suspended until September, 1920, when Maine, the next referendum State to hold a general election, will have the opportunity to decide the liquor question for the American Republic. Dr. Dinwiddie tonight made answer to Mr. Bell.

"Mr. Bell was recently reported as saying that the referendum to place the Eighteenth Amendment proposition on the ballot has been started in ten States, and that it is therefore held up in ten States, leaving but thirty-five in which final ratification has been effected, whereas thirty-six are necessary to make it operative.'

"Mr. Bell's statement to the above effect does not make it so. The situation is precisely contrary to that stated. Forty-five States have ratified the amendment. It is not a question of what Mr. Bell may say or what I may say—it is a question as to what the Constitution of the United States says.

"Several States have already held that their referendum laws or constitutional provisions do not apply to Federal questions, and in this they are undoubtedly right. The language of Article V. is explicit. It says the Legislatures—not the legislative power—of three-fourths of the States, and the Legislatures refers to the bodies just as the term 'Congress' refers to the Senate and House of Representatives of the United States.

Cites Cases Of Two States

"In the first place, eight out of the ten States named by Mr. Bell, upon which the liquor forces are placing dependence, have adopted prohibition by popular vote, and the liquor men have little show of carrying any of them in case of a referendum. Two examples out of the States named will reinforce what I say. Prohibition became effective in Washington in 1916. About a year later, after it had had that much of a test, the liquor men brought on elections to permit beers and light wines to be sold and to allow hotels to serve such liquors with meals. These amendments were defeated by majorities eight and twelve times as large as the majority by which prohibition was first adopted.

"Michigan adopted prohibition in 1916 and it went into effect May 1, 1918. The majorty for prohibition was nearly 70,000. Last April the liquor men brought on a vote on an amendment to permit the sale of beers and wines, but Michigan's experience with prohibition was such that the liquor proposal was defeated by over 200,000.

"In the second place, if a referendum is ordered in some of these States, that of itself does not change the fact that the Eighteenth Amendment has been certified as a part of the Federal Constitution. It simply means that we shall finally get the question in the Federal courts if the liquor men propose to continue these tactics, and it will not rest upon a decision of State courts that may have placed their State laws in opposition to the Constitution of the United States and laws enacted in pursuance thereof."

In Awe Of The League

On the vital question of whether it will or will not be possible to buy a drink after January, 1920, the prophets are evasive. Few of the Congressional delegations from the referendum States are willing to commit themselves as to the probable course of events. The warning shadow of the Anti-Saloon League is always on the wall before them, even though their personal inclinations are to hope for the best.

Privately they have little hope of the ultimate nullification of the Eighteenth Amendment by referendum votes in the States. They do see the possibility of having it held up by a Supreme Court decision on the referendum issue, which would afford time to organise a campaign that the sanguine among them think might in the last settlement rescue beer and light wines from the wreck.

In the State of Washington, according to one of the non-quotable ones, the appeal of the California wine growers has brought a decision from the State Supreme Court that a referendum would be necessary to make the ratification stand, only if the referendum was called for. So much time has been consumed, he says, in court litigation, that it will hardly be possible now to get a sufficient number of names to a petition to call for the referendum. He looks for an appeal now to have the courts grant more time in which to file this petition.

Senator Phelan of California, one of the few with the courage to talk about prohibition, said:

California Moving Already

"California is now engaged in getting signatures to a petition for a referendum. I do not think there will be any difficulty in obtaining a referendum, which probably will be held at the general election next fall. The legal question has been raised whether the result of the referendum would supersede the action of the Legislature. That question probably will have to be decided by the courts.

"I do not think proceedings to test it have been started and they probably will not be until after the referendum. I have heard of a case decided by the Supreme Court with relation to a referendum in Oregon several years ago. It fixed telephone rates. In a suit it was contended that a referendum of that sort destroyed the republican form of government. The Supreme Court held the referendum was legal and the rates fixed by it stood."

When pressed for a definite statement most of the Congressmen insisted they had heard nothing about referendum activity in their States. Generally they felt that such movements would not accomplish much.

The one gleam of sunlight for the wets is that the President will on his return to this country see his way clear to proclaiming the army demobilised, which would give five months or so of liquor liberty to those sections of the country that have not determined on teetotalism by local enactment.

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drink some of the refreshing, invigorating beverages which we sell by the bottle, dozen, or case:

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ALQUA WATER—Neutralizes acids.
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LEMON SQUASH & LIME JUICE—For home-made lemonade.
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LOGANBERRY JUICE—Nature's Gift from Oregon.
APPLE CIDER—Made from fresh apples only.

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BUSINESS AND OFFICIAL NOTICES

(Continued from Page 26)

LOST

Notice is hereby given that the Bill of Lading No. 14, per s.s. "Ningshao," trip 12 from Kiukiang, marked J, 50 packages of tobacco leaf, has been lost. The public are hereby warned that the same has been cancelled.

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24427

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2240

CANCELLATION

Notice is hereby given that we have received telegraphic advice from the How Kee, (厚記) Chungking, to stop payment on a draft No. 110, issued by the How Kee, Chungking, in favour of Ziang Kee, (祥記) for Shanghai Tls. 3,000, due on 15th day of 6th moon, payable at the How Kee, Shanghai.

The public are hereby cautioned against negotiating the said draft, as it has been cancelled for payment.

HOW KEE, SHANGHAI.
Shanghai, July 11, 1919.
24413

The Yangtsze Insurance Association, Limited

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the Board of Directors have made a call of $40 per share in order to make the shares of the Association fully paid up. The Board have also declared a Bonus to Shareholders of $40 per share which will be applied by them in payment of the above-mentioned call.

A circular has been posted to all Shareholders giving them full information of such call and bonus.

The Transfer Books of the Association will be closed from the 25th to the 31st July, 1919, both days inclusive.

By Order of the Board of Directors
W. S. JACKSON,
General Manager.
Shanghai, 11th July, 1919.
24442

NOTICE

The undersigned are authorized to sign for this firm:
Mr. George R. Coleman,
Mr. Horace Beeson.
Gaston, Williams and Wigmore,
Far Eastern Division, Inc.
JOSEPH J. KEEGAN,
Managing Director.
24397

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Attendance by arrangement in the afternoon.

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Municipal Notification
No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, April 12, 1919.
242..

Dr. med. F. T. Kiang
Physician and Surgeon
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Consultation Hours: 2-4 p.m.
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Rubber Prices

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with last weekly report auctions held on July 9:

Average price realised:

No. 1 Smoked Sheet—$0.66½ per pound equivalent to 1s. 7d. ex warehouse Singapore.

No. 1 Crepe—$0.66¼ per pound equivalent to 1s. 7d. ex warehouse Singapore.

Market firm, offered 763 tons; sold 557 tons.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated July 10:

The local share market continues active, and a good deal of business has been transacted on the exchange. Docks improved to Tls. 141 buyers. Ewos remain steady at Tls. 305. Orientals advanced to Tls. 110, and are wanted at this price. There has been more inquiry for Rubbers.

Silk Market

In their report dated July 11 Messrs. William Little and Co. write as follows:

White Silk.—The market has ruled quieter with some Tls. 20-30 advance paid on transactions brought to book.

Tsatlees.—Gold Kiling Tls. 490-5.

Tsatlee Filatures.—Crown, 1 and 2, Tls. 685 av. Pegasus, 1 and 2, Tls. 675, av. Kung Kee Mars, 1, Tls. 612½-20.

Common New Style Tls. 630.

Steam Filatures.—A small business is reported at still higher prices, but advances asked and extended delivery required is restricting inquiry.

Yellow Silk.—Further business has been done in Mienyangs at full rates. S. T. 1, 2, 3, Tls. 450 av. H. K. 1, 2, 3, Tls. 440 av.

Tussah Filatures 8 coc.—A big business has been done, in Best grades at Tls. 300-420 av. and Medium Tls. 365 No. 1, which very considerably reduces supplies available for current season.

LONDON COTTON MARKET

(Reuter's Service)

London, July 7.—Today's Cotton prices were as follows:

Egyptian Cotton: Fully Good Fair Sakellaridis	27.09d.
Good Middling American Spot	20.00d.
M. G. Fine Scinde and Bengal September	15.25d.
October	19.95d.
	19.84d.

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, July 11.—(Via Lyons and Koukaza).—Paris exchange:

War Loans:

Paris-London cheques	29.74
3 percent	61.24
4 percent 1917	71.65
4 percent 1918	71.26
4 percent	88.49

EUROPEAN MARKETS

(French Wireless To Reuter)

Paris, July 11.—(Via Lyons and Koukaza).—Marseilles:

Rice (Japanese)	116
Lyons, Raw Silk:	
Cevennes	143
Italian	148
Syrian	107-108
China	147
Canton	102

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THE MANAGEMENT

Chinese and Foreign Banking Announcements

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Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	£2,100,000

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Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

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The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

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Shanghai Branch 18 The Bund.

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Interest allowed on Current Deposit Accounts, according to arrangement.

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A. I. D. STEWART.
Manager.

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Capital	Frs. 48,000,000.00
Reserve	Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital	Yen 10,000,000
Head Office	Peking.

Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2/-	$15,000,000
Silver	21,000,000
	$36,000,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG

Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STARR.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital	£2,000,000
Reserves	£431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-Up Capital Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行銀豐公

Chung Foo Union Bank

(Established in 1917.)

Statutes approved by the Government in 1916.

Head Office: Tientsin

Subscribed Capital	$2,000,000
Paid-Up Capital	$1,020,000
Reserve Fund	$ 20,000

Acting Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuOsaka	
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAU, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus	U.S. $6,500,000
Undivided Profits	U.S. $2,563,000.00

H. T. S. Green,
President & General Manager.
London Office:
26 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital	(fully paid)	H.$2,000,000.00
Reserve Fund		H.$ 400,000.00
Investment fund	reserve	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

T. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,898,923.88

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tainan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital	£1,500,000
Paid up Capital	750,000
Reserve Fund	700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
36 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—	
Guilders 70,000,000	(about £5,833,333)
Reserve Fund—	
Guilders 12,780,286	(about £1,065,857)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tiliatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Siccawei Weather Report

11.—Rainy, misty, ugly weather with strong westerly squalls at the rear of the deep depression of the Eastern sea, which move away towards Kiusiu.

12.—Fine weather, the barometer has decidedly risen. Light SW breezes in our regions.

Saturday, July 12, 1919.

WEATHER	4 A.M.	9 A.M.
Bar. at 23° F. inches	29.67	29.70
Variation for 24 hrs.	†0.11	†0.15
Variation for 12 hrs.	†0.13	†0.05
Wind—Direction	WSW	W
Wind—Miles per hour	11.2	13.7
Temperature (Fahr.)	70°9	80°6
Humidity	94	72
Nebulosity (0-10	2	1
Rainfall, inches	—	—

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

'That Little Black Devil Of Siangtan'

By Rover

(Written for THE CHINA PRESS)

Business had taken me to the populous city of Siangtan a few weeks ago. Siangtan is without doubt the second city of importance in Hunan. Lines of steam launches connect Siangtan with Changsha and when the river allows, it becomes the terminus for the British and Japanese steamers.

A friend of mine there had been kind enough to ask me up for the week-end. With a sigh of relief I boarded the s.s. Wooling Maru and escaped for the nonce from the terrific heat, whopping mosquitoes and multitudinous mills of Changsha.

My friends resided outside the city proper. Their house and church was almost in the country. As you looked from the veranda a most restful sight met your view in each direction. The land around the enclosure was one large carefully cultivated garden and one was captivated with the fresh greenness of the surroundings. My friends were extremely kind and knew that the cool and quiet were the things I was in most need of and so after dinner, when we talked of the old land and friends, we were not long in getting under the mosquito curtains.

Suddenly a most startling and wierd sound met my ear. The silence of the night was broken by something which was doleful and awful in the extreme. As I first heard it the sounds seemed far off. It was a mixed jumble of clashing gongs and a wailing as if lost souls in torment. Inured as I was by long residence and extensive travel to things in China, this was something new. I wakened my host and demanded to know the reason why. He replied, "It is the little Black Devil again."

By this time the procession had come nearer. As it passed our veranda we had a clear view of the whole proceedings. First came torch bearers who waved their torches in such a way that peculiar shadows were shown around. In this ruddy light leaped and danced men and boys, who by the abandon of their antics seemed to be under some hynotic if not supernatural spell. Despite the extreme heat they jumped and leaped untiringly and at the same time gave forth that wailing, as if the cries of lost souls were in torment, which had first attracted my attention.

Then preceded and followed by others beating gongs and blowing on a species of flute came the center of attraction. In a miniature sedan chair, borne along at a terrific rate on the shoulders of the bearers, sat a grotesque and horrid little black image. His ugly face had a smirk which in the light of the torches was easily perceptible to us as the procession passed a corner and his head was surrounded by a red scarf in the form of a turban.

At intervals during the night, one heard these wired processions coming and going and as this was peculiar to this place, we made it our business to ascertain the reason why.

It appeared that Hunan, like other Southwestern provinces, was formerly inhabited by aboriginal tribes as the Kinos, etc. These tribes were only driven back to the fastness of west Hunan, Kweichow and Kwangsi with considerable difficulty by the Mongol and Chinese conquerors. The religion of these ancient tribes was, as it is today, in those which survive, pure and simple Devil worship. They had strange powers of hynotism and had means of putting themselves under evil spirits and in encouraging demoniac possession.

So while in outward things these Hunanese are as other Chinese, yet in their heart of hearts they still cling closely to some of the old folklore and superstitions of these aboriginal ancestors. Siangtan clings fondly to this devil worship and anyone who is sick loses no time in sending for the little Black Devil to charm the danger away.

During the summer months when illness is rampant in the land, when cholera, dysentery and fever claims its many victims, the services of the little black devil are so much in demand that from dusk to dawn he is busy going here, there and everywhere on his strange errand.

This all goes to prove that the Hunanese are conservative and bigoted to a degree. They must have proven innumerable experiences that the little Black Devil, with all the devotion paid him, can do little to save the lives of those doomed. But because they have get into the groove by long generations they persist in believing that this little Black Devil is the last resort and penacea for all their ills, so despite the changing of time, the enlightment of modern knowledge and education, out of pure pig-headedness, they refuse to be enlightened. They have long been the most conservative, the proudest and the most opposed to change among the people of China.

Because they for a period in the late dynasty produced many of the highest officials and soldiers, they began to think themselves a race apart from the rest of China. So with the Hupanese it has always been gross provincialism. "Hunan first and the country after" has ever been their watchword. So throughout all the travail they have passed during the eight years of revolutions and counter-revolutions, and of the civil war and the miseries of their land being the battle-ground of the soldiers from outside, it has to be recollected that they are to blame for their own misery.

In their senseless opposition to all rule from the Capital or the Central Government, they raised their own leaders. These leaders bled the country white and left to spend their fellow-provinbials' wealth in the Settlements of Shanghai. The Hunanese are their own enemy.

Just as these studious literati and graduates of modern schools alike, out of pure conservatism, persist in holding on tight to the myths of the past as the Siangtanese do to their ridiculous Little Black Devil, so long will they be a hopeless problem and more a mark for derision.

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Brilliant Electric Company

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The "Brilliant" on This Lamp means Brilliant Light

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A-172

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THE CHINA TEA CO., LTD. SHANGHAI

Amusements

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TONIGHT

Open Air Cinema Show

WILLIAM FARNUM in "THE BITTER ROOT"

5 Parts Drama

PATHE'S GAZETTE and other New Films

ISIS THEATRE

SUNDAY MATINEE 2.15 to 3.15 p.m.

COMIC PLAY (Chinese Artists)

3.15 to 4.45 p.m.

THE MASTER-SERIAL 1st and 2nd Episodes and also "THE BULL'S EYE" 13th and 14th Episodes

4.45 to 6.30 p.m.

CHINESE PERFORMANCE (Modern Play). "TSU SHI LING" A Republican, Hero and Martyr

SUNDAY EVENING 8.45 to 10.30 p.m.

"THE BULL'S EYE" 13th and 14th Episodes and Triangle Comedies

MONDAY PROGRAMME 8.45 to 10.30 p.m.

"THE MASTER SERIAL" 3rd and 4th Episodes and COMEDIES.

10.30 to 12.30 p.m.

CHINESE PERFORMANCE (Modern Play).

MAURICE TOURNEUR'S PRODUCTION

"WOMAN"

The Film-World's Most Unusual Picture is to be exhibited AT THE VICTORIA THEATRE

For Two Nights Only

July 13th and 14th

Admission Prices: $1.50 and $1.00

HOLDERS of special coupon tickets entitled to use same by paying difference

Showing at the OLYMPIC THEATRE

On July 13th and 14th

Jesse L. Lasky presents

Mme. Petrova in "The Undying Flame"

Popular Prices

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"THE TROC"

No. 14 ASTOR ROAD

(opposite Astor House Hotel)

A High-Class CAFÉ

GOOD THINGS TO EAT AND DRINK

"Jack" Raynes

APOLLO THEATRE MONDAY, JULY 14th, 15th & 16th

PEARL WHITE

Greatest of all serial stars in the picture story supreme

"THE LIGHTNING RAIDER"

Episode 7: "MESHES OF EVIL"

Episode 8: "THE CAVE OF DREAD"

Judging by the crowded houses this story has made good. Little wonder when you see the story and then the artistes who interpret the leading characters

Pathe's British and American Gazettes

LONESOME LUKE: The Rinkle Remover

in

"THE DUTIFUL DUB"

Quaint Title, eh? But you see the film

Time and Prices as usual. Book at Robinson's

Tonight 9.15 George Fawcett in "THE FRAME UP"

Matinee at 3.30 p.m. "The Lightning Raider" Episode 5: "The Brass Key" Episode 6: "The Mystic Box"

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Dancing every afternoon from 4.30 to 6.30

50 cts. Inclusive charge 50 cts.

Ice Cream a Specialty

Cool and comfortable First-class service

ASTOR GRILL ROOM

13-14 Broadway

At the APOLLO THEATRE THURSDAY, JULY 17th

WM. FOX PRESENTS

WILLIAM FARNUM in "THE MAN FROM BITTER ROOTS"

WILLIAM FARNUM in "THE MAN FROM BITTER ROOTS"

5 PARTS

A LOVE AND ADVENTURE STORY OF THE GREAT OUT DOORS

No artiste ever made such a hit in Shanghai as this famous actor did in "When a Man Sees Red." Now we have him in just such another brilliant picture that keeps you boding over with excitement. Another picture you must see.

Time and Prices as Usual -:- -:- -:- Book TODAY at Robinson's

5 PARTS

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Sunday, July 13**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANNKOW & PORTS.—The Str. **Hwahta**, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain S. Hosokawa, will be despatched from N.K.K. Pootung Wharf on **Monday, July 14**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, 2,868, tons, Captain Jackson, will sail for the above-mentioned ports from Hunts Wharf on **Monday, July, 14**, at about midnight. For Freight or Passage, appply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Str. **Kiagnyu**, Captain W. Phillip, will leave on **Monday** night. For Freight of Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, 2,671, tons, Captain Smith, will sail for the avove-mentioned ports from Hunts Wharf on **Tuesday, July 15**, at about midnight. For Freight or Passage, appply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s S.r. Suiyang M. Capt. S. Kasakari, will be despatched from the China Merchant's Central Wharf on **Tuesday, July 15**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan will leave from the French Bund on **Tuesday, July 15**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Nagivation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Wednesday, July 16**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Fengyang Maru**, Captain S. Takono, will be despatched from N.Y.K. Mail Wharf on **Wednesday, July 16**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, 2,664 tons, Captain Gibb, will sail for the above-mentioned ports from Hunts Wharf on **Thursday, July 17**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, 3,770 tons, Captain Campbell, will sail for the above-mentioned ports from Hunts Wharf on **Friday, July 18**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

Ningpo:—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R., will leave from the French Bund on **Monday, July 14**, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Tuesday, July 15**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage No. 401.

NINGPO.—The Str. **Kiangteen**, will leave on **Tuesday** afternoon at 4 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

FOOCHOW.—The Str. **Hsinchi**, Captain J. Bowman, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

TAKAO (FROMOSA) via FOOCHOW and KEELUNG.—The Str. **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **July 16**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please to **THE OSAKA SHOSEN KAISHA**, No. 4. The Bund. Tel No. 4234 & 4047.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, July 17**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nemoto, will be despatched from the Co.'s Yangtszepoo Wharf on **August 19**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel Central No. 4234 & 4235.

For Northern Ports

WEIHAIWEI, CHEFOO & TIENTSIN.—The Chin Navigation Co.'s Steamer **Fentien**, Captain McIntosh, will leave from the French Bund on **Monday, July 14**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN.—The China Navigation Co.'s Steamer **Shansi**, Captain J. A. McCulloch, will leave on **Monday, July 14**, at 1 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77

CHINWANGTAO DIRECT.—The K.M.A. Str. **Kwangping**, will despatch on **Monday, July 14.** For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1115.

NEWCHWANG.—The Str. **Kungping**, Captain J. B. Howll, will leave on **Tuesday** morning. For Freiht or Passage apply to **C.M.S.N. Co.**

CHEFOO & TIENTSIN.—The Str. **Hsintah**, Captain J. Galece, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, July 15**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN.— The Steamer **Kohoku Maru**, Captain M. Tsugaki will be dedspatched from the Co.'s Yangtszepoo Wharf on **July 20**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel No. 4234 and 4235.

Vladivostok.—The Steamer **Tungus**, Captain Krachmaleff, will leave Shanghai on **July 21.** For Freight or Passage, apply to S. Heimann & Co., 19A Canton Road (Telephone No. Central 1604).

For Foreign Ports

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain T. Saito, will be despatched on **Sunday, July 20.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Thursday, July 24.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel No. 4234 & 4047.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Amazon Maru**, Captain A. Kobayashi, will be despatched from the Co.'s No. 9 Buoy on **August 6.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Altai Maru**, Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy or about **August.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel Central No. 4234 & 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July	18 —	Seattle	West Munham	Am.	R. D. Co.
July	19 —	San Francisco	Ecuador	Am.	P.M.S.S. Co.
July	20 —	San Francisco	West Sequana	Am.	P.M.S.S. Co.
July	20 —	San Francisco	Cardareta	Am.	R. D. Co.
July	20 —	San Francisco	Stanley Dollar	Br.	R. D. Co.
July	23 —	Seattle, etc.	Katori Maru	Jap.	N. Y. K.
July	23 —	San Francisco	Teiyo Maru	Jap.	T.K.K.
July	24 —	Vancouver	Bessie Dollar	Br.	R. D. Co.
July	25 —	Vancouver	Monteagle	Br.	C.P.O.S.
Aug.	2 —	San Francisco	Siberia Maru	Jap.	T.K.K.
Aug.	9 —	Vancouver	E. of Asia	Br.	C.P.O.S.
Aug.	10 —	Seattle, etc.	Suwa Maru	Jap.	N.Y.K.
Aug.	16 —	San Francisco	Colombia	Am.	P.M.S.S. Co.
Aug.	16 —	San Francisco	Shinyo Maru	Jap.	T.K.K.
Aug.	22 —	San Francisco	Nanking	Am.	C.M.S.S. Co.
Aug.	27 —	Vancouver	Melville Dollar	Br.	R. D. & Co.
Aug.	28 —	San Francisco	Tancred	Am.	R. D. Co.
Aug.	— —	San Francisco	West Conab	Am.	P.M.S.S. Co.
Sept.	9 —	San Francisco	Korea Maru	Jap.	T.K.K.
Sep.	13 —	San Francisco	Venezuela	Am.	P.M.S.S. Co.
Sept.	14 —	San Francisco	China	Am.	C.M.S.S. Co.
Sep.	— —	San Francisco	West Vaca	Am.	P.M.S.S. Co.

FOR JAPAN PORTS

July	15 —	Kobe	Inaba Maru	Jap.	N. Y. K.
July	15 —	N'saki, Kobe, Y'hama	Kasuga Maru	Jap.	N. Y. K.
July	16 —	Moji, Kobe and Osaka	Takeshima Maru	Jap.	N. Y. K.
July	19 —	Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
July	23 —	N'saki, Kobe, Y'hama	Yamashiro Maru	Jap.	N. Y. K.
July	23 —	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
July	25 —	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N. Y. K.
July	26 —	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

—	—	London	Altai Maru	Jap.	O. S. K.
July	13 —	London	Mishima Maru	Jap.	N. Y. K.
July	16 —	Marseilles	Nera	Fr.	M.M. Cie
July	17 —	Liverpool	Tydeus	Br.	B. & S.
July	18 —	Bombay	Dilwara	Br.	P.&O.S.N. Co.
July	20 —	London	Priam	Br.	B. & S.
July	20 —	Genoa	Glenavy	Br.	G. L. E. A.
July	20 —	London	Awa Maru	Jap.	N. Y. K.
July	21 —	London	Sado Maru	Jap.	N. Y. K.
July	21 —	London	Pembrokeshire	Br.	G. L. E. A.
July	24 —	London	Helenus	Br.	B. & S.
July	31 —	London	Neleus	Br.	B. & S.
July	— —	London	Kansas	Am.	J.M. & Co.
July	— —	London	Kentucky	Am.	J.M. & Co.
Aug.	7 —	Liverpool	Deucalion	Br.	B. & S
Aug.	17 —	London	Nagoya	Br.	P.&O.S.N. Co

FOR SOUTHERN PORTS

July	14	5.30 Ningpo	Hsin Peking	Br.	B. & S.
July	14	4.30 Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
July	15	4.00 Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
July	15	— Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July	15	D.L. Hongkong & Canton	Tean	Br.	B. & S.
July	16	— Hongkong & Manila	Suwa Maru	Jap.	N. Y. K.
July	17	D.L. Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
July	20	— Hongkong	Monteagle	Br.	C.P.O.S.
July	25	— Manila & Hongkong	E. of Asia	Br.	C.P.O.S.
July	26	— Manila & Hongkong	Colombia	Am.	P.M.S.S. Co

FOR NORTHERN PORTS

—	—	Dairen	Kobe Maru	Jap.	S.M.R.
July	13	noon W., C., N'wang, T'tsin	Koonshing	Br.	J. M. & Co.
July	14	noon W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
July	14	1.00 T'tsin, C'tao, T'chow	Shansi	Br.	B. & S.
July	15	— Newchwang	Kungping	Chi.	C.M.S.N. Co.
July	15	— Chefoo and Tientsin	Hsintah	Chi.	C.M.S.N. Co.
July	15	— Tientsin	Kwangping	Br.	K.M.A.
July	15	3.00 W'wei, C'foo, T'tsin.	Tungchow	Br.	B. & S.
July	15	— Dairen and Tsingtau	Sakaki Maru	Jap.	S.M.R.

FOR RIVER PORTS

July	13	noon Hankow	Siangtan	Br.	B. & S.
July	13	M.N. Hankow, etc.	Woosung	Br.	B. & S.
July	13	M.N. Hankow, etc.	Hwahta	Chi.	C.M.S.N Co.
July	14	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N Co.
July	14	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co.
July	14	M.N. Hankow, etc.	Talee Maru	Jap.	N.K.K.
July	15	M.N. Hankow, etc.	Suiwo	Br.	J. M. & Co.
July	15	M.N. Hankow, etc.	Poyang	Br.	B. & S.
July	15	M.N. Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
July	16	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
July	16	M.N. Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
July	16	M.N. Hankow, etc.	Chungking	Br.	B. & S.
July	17	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
July	17	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co.
July	18	M.N. Hankow, etc.	Tuckwo	Br.	J.M. & Co.

*A.M. M.N.—MIDNI GHT. D.L.—DAYLIGHT.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
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For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers **Wuchang** and **Chungking** are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Taifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77, Agents, 21-23 French Bund.
Passage: Telephone Central 401.

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For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Ecuador	July 19	*S.S. West Conab	July —
*S.S. West Sequana	July 20	S.S. Colombia	July 26
*S.S. West Conab	Aug. —	*S.S. West Vaca	Aug. —
S.S. Colombia	Aug. 16	S.S. Venezuela	Aug. 23
*S.S. West Vaca	Sept. —	*S.S. West Sequana	Sept. —
S.S. Venezuela	Sept. 13	S.S. Ecuador	Sept. 20

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Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

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Departures

Date		For	Ship's Name	Flag	Agents
July	12 —	River ports	Tehhsing	Chi.	H.O.S.S. Co.
July	12 —	River ports	Klangwo	Br.	J.M. & Co.
July	12 —	River ports	Tafoo Maru	Jap.	N.K.K.
July	12 —	Chinwangtao	Koukai Maru	Jap.	K.M.A.
July	12 —	Chefoo & T'tsin	Hsinfung	Chi.	C.M.S.N. Co.
July	12 —	Foochow	Ningshin	Chi.	S.P.S.N. Co.
July	12 —	Newchwang	Shinping	Chi.	S. Yoko
July	12 —	Foochow	Weishun	Chi.	S.P.S.N. Co.
July	12 —	Wuhu	Jehi Maru	Jap.	Suzuki Co.
July	12 —	H'kong & Canton	Taishun	Chi.	C.M.S.N. Co.
July	12 —	Japan	Kumano Maru	Jap.	N.Y.K.
July	12 —	Newchwang	Shawhsing	Chi.	S.P.S.N. Co.
July	12 —	Tsingtau	Yingchow	Br.	B. & S.
July	12 —	Tientsin, ports	Shengking	Br.	B. & S.
July	12 —	S'tow, H'kong, C'ton	Chenan	Br.	B. & S.
July	12 —	Cruise	Villalobos	Jap.	

Arrivals

Arrived		From	Ship's Name	Flag	Agents
July	12 —	Japan	Mikawa Maru	Jap.	N. Y. K.
July	12 —	Japan	Matsura Maru	Jap.	
July	12 —	Hongkong	Shinyue	Chi.	S.P.S.N. Co.
July	12 —	Seattle	Javary	Am.	B.A.T. Co.
July	12 —	Japan	Sakawa Maru	Jap.	
July	12 —	Hongkong	Tean	Br.	B. & S.
July	12 —	Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
July	12 —	.....	Shinon	Chi.	
July	12 —	River ports	Kiangyu	Chi.	C.M.S.N. Co.
July	12 —	River ports	Luenho	Br.	J. M. & Co
July	12 —	River ports	Talee Maru	Jap.	N.K.K.
July	12 —	Japan	Paling Maru	Jap.	N. Y. K.
July	12 —	Japan	Kasuga Maru	Jap.	N. Y. K.
July	12 —	Chinwangtao	Shunchong	Chi.	
July	12 —	Hongkong	E. of Russia	Br.	C.P.O.S.
July	12 —	Newchwang	Kamiyoshi Maru	Jap.	M.B.K.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	———		Snipe	Br. gun-boat
WTW	———		Nightingale	Br. gun-boat
B VIII	May 7		Suma	Jap. Cruiser
M M B	Apr. 30		D de Lagree	Fr. gun-boat
O D W	May 24		Teal	Br. gun-boat
Y P D	June 12		Gnat	Br. gun-boat
P&O B I	June 18		General Alava	Am. gun-boat
2 C	June 19		New Orleans	Am. cruiser
8 P	June 19		Yodo	Jap. gun-boat
3 N B	June 19		Kinsha	Br. gun-boat
2 C	July 4		Scarab	Br. gun-boat
Woosung	———		Elcano	Am. gun-boat
Woosung	———		Quiros	Am. gun-boat

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave
*AMAZON MARU	18,000	A. Kobayashi,	Aug. 2	Aug. 6
ALTAI MARU	18,000	D. Fuchigami,		August

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave
*ARABIA MARU	18,000	T. Saito,	July 19	July 20
*MANILA MARU	20,000	N. Kobayashi,	July 23,	July 24

FOR HONGKONG

	Tons	Capt.	Arrive	Leave
CANADA MARU	12,000	T. Nemoto,	Aug. 18	Aug. 19

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave
KOHOKU MARU	5,000	M. Tsubaki,	July 18	July 20

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave
KEELUNG MARU	3,000	Y. Fukami,	July 14	July 16

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

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T. K. K.
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TOYO KISEN KAISHA.
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Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI
FOR SAN FRANCISCO

TENYO MARU	July 23, 1919
SIBERIA MARU	Aug. 2, 1919
SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6, 1919

FOR HONGKONG

SHINYO MARU	July 26, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to date. Equipped with Wireless Telegraph, Submarine Signals, Launcry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings,
Telephone No. 3229. Entrance 71 Szechuen Road.

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" AND "CHINA"
(15,000 TONS) (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING" ..... AUGUST 22nd
S.S. "CHINA" ..... SEP. 14th
*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "NANKING" ..... AUGUST 7th
S.S. "CHINA" ..... AUGUST 31ts

For further information regarding passenger fares, sailings, freight rates, etc., apply to

F. C. CHARMAN.
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
SADO MARU	12,500	Capt. T. Hori.	July 21
KITANO MARU	16,000	Capt. K. Yoshikawa.	Aug. 4

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. E. Tozawa.	July 23
SAWA MARU	22,000	Capt. R. Shimidzu.	Aug. 10

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU	7,000	Capt. K. Yasuhara.	July 15
YAMASHIRO MARU	7,000	Capt. J. Nakajima.	July 23
CHIKUGO MARU	5,500	Capt. Y. Yoshida.	July 25

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU	4,000	Capt. R. Artkida.	July 16
YAWATA MARU	7000	Capt. H. Nojiri.	July 19
OMI MARU	7,000	Capt. S. Murazumi.	July 23
KUMANO MARU	9,500	Capt. S. Saito.	July 26

FOR JAPAN

INABA MARU	12,500	Capt. U. Tanaka.	July 15

FOR HONGKONG

KASHIMA MARU	19,000	Capt. M. Naduda.	Aug. 8

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu.	July 16

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000	Capt. G. Yamazaki.	July 23
AKI MARU	12,500	Capt. F. C. Cope.	August 20
TANGO MARU	14,000	Capt. M. Nishimura.	Sept. 24

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)
March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.	
20.35	8.35		0	dep.	Peking	arr.	19.50	
28.48	41.12			arr.	Tientsin-Central	dep.	17.00	
23.50	11.17		84	dep.	Tientsin-Central	arr.	16.53	
24.00	11.26			arr.	Tientsin-East	dep.	16.45	
19.35	. .		524	arr.	Mukden	dep.	. .	

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr.	Tientsin-Central	dep.	16.55	15.35	20.05
7.25	10.15	11.55		dep.	Tientsin-Central	arr.	16.31	15.20	13.45
13.02	16.00	15.30	78	dep.	Tsangchow	dep.	13.05	11.28	15.28
16.40	19.20	18.02	148	dep.	Techow	dep.	10.39	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu	dep.	8.05	6.00	8.30
7.	‡		220		‡				8.
6.00	22.25	20.31	—	dep.	Tsinanfu	arr.	7.55	5.40	19.02
9.27	1.00	22.31	266	dep.	Taianfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr.	Yenchowfu	dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep.	Yenchowfu	arr.	3.33	0.02	12.38
16.30	6.55	3.16	377	dep.	Linching	dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Hsuchowfu	dep.	23.36	19.20	6.30
9.	‡		420		‡				10.
5.40	9.00	4.57	—	dep.	Hsuchowfu	arr.	23.29	19.00	20.50
11.26	13.02	8.38	522	arr.	Pengpu	dep.	19.53	14.55	15.20
11.51	13.20	8.40		dep.	Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep.	Chuhsien	dep.	16.48	10.50	8. 7
20.08	18.55	13.00	631	arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line			Exp.	N. Exp.	e
23.00	14.20	0	dep.	Nanking-Pukow	arr.	14.15	6.50	
7.00	21.00	193	arr.	Shanghai-North	dep.	7.55	23.00	

Yenchowfu-Tsiningchow Branch Line					Linchoug-Tsechoung Branch Line					
13.10	4.10	d. Yenchowfu a.	12 08	23.53	21 39	16.40	9.30	d. Linchoug a.	6 28	15 50	21.00
14.03	5.05	a. Tsiningchow d.	11 15	23.00	22 49	17.50	10.40	a. Tsechoung d.	5.15	14 40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuehowfu or Pukow.

By Order
THE TRAFFIC MANAGER.
Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

Editors Say People Want U.S. Government To Return Railroads

83 Percent Of Those Answering Assert Sentiment Opposes Public Ownership

New York, June 5.—Public opinion throughout the country favors the early return by the government of the railroads to their owners, according to the result of a nation-wide canvass of newspaper editors made by Edward A. Morse on behalf of the Association of Railway Executives. A questionnaire sent to each of the 13,424 daily and weekly newspaper editors in the United States is reported to have brought replies from 5,922, or 44 percent. Eighty-three percent of this number reported that their communities favored the resumption of private management.

The four chief questions put to the editors were:

1. Does public opinion in your community seem to favor the return of the railroads to private ownership and operation as soon as this properly can be accomplished?

2. If so, is this opinion in part based on the desire to see competition and service and facilities restored?

3. What is the present sentiment in your community regarding government ownership and operation of railroads?

4. What has been the feeling regarding the proposal to extend the period of government operation for five years?

In reply to the first question 83 percent voted in the affirmative, 11 percent in the negative, 4 percent were doubtful and 2 percent were noncommittal.

On the second question 75 percent voted "yes," 6 percent voted "no," and 5 percent were doubtful, and 14 percent made no answer.

On the third question, 78 percent estimated public sentiment as against government ownership, 11 percent for, 7 percent doubtful and 4 percent blank. On the fourth question, regarding the proposal to extend the period of government operation for five years, the vote was: Against, 74 percent; for, 10 percent; doubtful, 9 percent; blank 7 percent.

That public opinion on the railroad question is not divided on party lines is declared to be plain from a study of the vote in the various states. In Texas, for example, although only 3 of the 331 editors replying were Republicans, the number in favor of a return of the roads is 88 percent, considerably higher than the percentage (84 percent) in the strong Republican state of Pennsylvania. Tennessee voted 97 percent, as compared with 83 percent in Maine.

Of the 5,922 replies, 2,052 were from Republican papers and 1,689 from Democratic papers.

The strongest sentiment against government ownership was found to be in New England and the South sections widely apart in political sentiment. Only 4 percent of New England editors and 7 percent of Southern editors reported their people favoring government ownership.

Passengers Arrived

Per R.M.S. Empress of Russia from Hongkong: Mr. and Mrs. J. A. Britton, Capt. H. Bryan, Rev. A. H. Bray, Misses A. Dodge, Dulmage, E. Farires, Helen Pow, Han Shia, Mr. and Mrs. D'Oelnitz, Mr. and Mrs. Favavel, Mrs. A. J. Garcia and 2 daughters, Mr. and Mrs. H. George, Mr. and Mrs. H. H. Harrison, Dr. Hilbert, Mr. and Mrs. L. Hondletti, Major M. H. Logan, Lieut. W. G. Ludlow, Mrs. and Mrs. G. Maurey, Mr. and Mrs. C. H. McKee, Mr. and Mrs. R. H. McKay, Mrs. C. Cabral and 2 children, Mr. and Mrs. F. D. Niblett, Mrs. C. N. da Silva and 2 children, Mr. and Mrs. W. A. Young, Messrs. Bauvaix, T. Coopman, Chenet, J. Du Pae, Wm. Douglas, R. Emmert, T. Gibbson, E. L. Howard, M. Munson and 2 children, F. L. Mason, E. V. Meeks, C. Morton, J. W. Lowrie, P. P. Powrie, Piton, F. Powell, H. Palmer Ropers, R. Rasemen, M. M. Squlanniac, J. O. Shephard, C. E. Seybt, H. G. Vollenweider, H. G. Sibley.

Per I.-C. s.s. Luenho from Hankow: Messrs. R. J. Corbett, C. B. Gardiner Lanning.

Per C.M. s.s. Kiangyu from Hankow: Misses Molloy, Akulova, Messrs. Pessano, Gavey.

Per C.N. s.s. Fengtien from Tientsin: Mr. and Mrs. Brown, Mrs. Northcombe, Mr. and Mrs. Bodson, Messrs. E. W. Banckhan, Brown, A. C. Cornish, A. Dollas, R. Bell, Dr. A. C. Bayson.

Per C.N. s.s. Tean from Hongkong: Captain and Mrs. Hillman, Messrs. D. MacGims, G. MacGarry, W. Fastson, W. Cox, G. Hall.

Per N.Y.K. s.s. Kasuga Maru from Japan: Messrs. J. Borovick, O. G. R. Beyren, H. G. Lee, J. Usilat, U. H. Hunt, G. E. B. Taylor, G. Uchida, N. Borren, J. L. Bechetoill, A. F. Lee, W. W. Campbell, Tanabe, Sahara, Yamaguchi, and Mrs. K. Sashara.

Shipping Items

The N.K.K. s.s. Talee Maru left Hankow for Shanghai on Wednesday.

The I-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesteday.

The C.N. s.s. Kwangse will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The P. and O. s.s. Dilwara, from Bombay, will leave Hongkong for Shanghai this afternoon and is due here on Wednesday, July 16, which is four days later than scheduled.

The N.Y.K. s.s. Mishima Maru arrived in Shanghai from Japan Friday afternoon and will sail for London via Hongkong, Singapore, Malacca, Penang, Colombo, Suez and Port Said this morning at ten o'clock. The tender with passengers will leave the Customs Jetty at 8:30 o'clock.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai today.

The I-C. s.s. Kutwo will leave Hankow for Shanghai today.

The I-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The C.M. s.s. Kiangfoo will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Sinkiang will leave Hongkong for Shanghai on Tuesday.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen tomorrow morning and will sail for the same port via Tsingtau Tuesday afternoon. The tender with passengers and mails will leave the Customs Jetty at 12 noon.

The C.P.O.S. s.s. Empress of Russia arrived at Woosung from Hongkong yesterday and will sail for Vancouver and ports this morning.

The U.S. gun-boat Villalobos left port yesterday.

The M.M. s.s. Andre Lebon, with the French mails of June 23, will arrive at Saigon on Thursday, July 17, and may be expected to arrive in Shanghai on July 27.

Sailed from Shanghai

For San Franrisco		
West Vaca	June	13
Maricopa	June	14
Royal Arrow	June	18
Tamaha	June	20
Venezuela	June	22
Astral	June	26
Korea Maru	June	28
China	July	5
Satanta	July	5
For Seattle		
Fushimi Maru	June	27
Justin	July	6
For Vancouver		
Harold Dollar	June	12
Empress fo Asia	June	15
Empress of Japan	June	28
Empress of Russia	July	12
For New York Via Panama		
Eurybates	June	14
Egremont Castle	June	28
For London, etc.		
Yokohama Maru	June	9
Rhesus	June	10
Andes Maru	June	22
Idomeneus	June	26
Glenamoy	June	27
Glenapp	June	29
Tamba Maru	July	1
Penang Maru	July	7
For Liverpool		
Stentor	June	5
Teucer	June	20
For Marseilles		
Suki Maru	June	29
For Port Said		
Rynfuku Maru	June	27
For Calcutta via Japan		
Japan	July	4
For Bombay		
Dunera	July	5
For Salgon		
City of Portland	June	26
For Java		
Tjipanas	June	19

Launch Services

TODAY

The tender conveying passengers on board the N.Y.K. s.s. Mishima Maru will leave the Customs Jetty at 8.30 a.m.

Tuesday, July 15, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 12 noon.

Wednesday, July 16, 1919.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Nera will leave the M.M. Jetty (French Bund) at 10 a.m.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JULY 13, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Weihaiwei and Chefoo	Koonshing	11.00	..	..	..	..	10.30
Tomorrow.							
Hongkong	Tean	..	17.00	..	..	..	..
Hongkong and Canton	Tean	22.00	..	..	..	..	22.00
Vladivostok and Siberia	Via P. & H.	14.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Chefoo	Hsintah	22.00	..	..	..	..	22.00
Poochow	[redacted]	22.00	..	..	..	..	22.00
		..	11.00	..	..	..	..
		11.00	..	..	..	..	10.30
		..	17.00	..	..	..	..
		..	17.00	..	..	..	..
		..	17.00	..	..	..	..
		..	12.00	..	..	..	..
		..	17.00	..	..	..	..
	M.	..	17.00	..	..	..	..
		..	..	..	17.00	..	17.00
		..	15.00	..	..	..	..
		..	11.00	..	..	..	..
		..	17.00	..	..	..	..
		..	17.00	..	..	..	..
		..	11.30	..	..	..	..
		..	..	..	..	..	11.00
		..	..	..	..	..	19.00
		..	14.00	..	..	..	13.30
		..	E8.30	..	..	..	..
		E8.30	..	..	..	..	..
	Str.	22.00	..	..	..	..	22.00
Ansoy and Hongkong	& H.	17.00	..	..	..	..	17.00
Australia, via Hongkong	do	..	17.00	..	..	..	..
Friday, July 18.							
Japan, H'lulu, Canada, U.S.A. and Europe, via U.S.A.	Ecuador	..	17.00	..	..	..	17.00

•Ordinary letters will close at the French Post Office at 9 a.m.; registered articles at 5 p.m. on July 15 and parcel post at 5 p.m. on July 12.

† Parcels only.
A Money orders and parcel post until 2 p.m.
B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.
E Registered articles 6 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous nigha's train.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag	Agents
May 12 —	San Francisco	Korsnaes	Am.	
May 15 —	Japan	Yeiraku Maru	Jap.	S. Shokai
May 23 —	San Francisco	Wergeland	Am.	S. & Dix.
June 9 —		Nancy Moller	Br.	M. & Co.
June 17 —	Crulse	Pacific	Dan.	G. N. T. Co.
June 19 —	Japan	Tenju Maru	Jap.	
June 21 —	Japan	Taito Maru	Jap.	
		Ralph Moller	Br.	M. & Co.
June 28 —	Liverpool	Priam	Br.	B. & S.
June 29 —	River ports	Chingchang	Chi.	
June 30 —	Tsingtau	Senzan Maru	Jap.	S. Shokai
July 3 —	.....	Hwahhsin ..	Chi.	
July 4 —	Swatow	Wosang	Br.	J. M. & Co.
July 8 —	Hongkong	Kansas	Br.	J. M. & Co.
July 8 —	Hongkong	Tajima Maru	Jap.	
July 9 —	Hankow	Meian	Am.	Socony.
July 10 —	Newchwang	Kungping	Chi.	C.M.S.N. Co.
July 10 —	Liverpool	Teireslas	Br.	B. & S.
July 10 —	Hongkong	Hsintah	Chi.	C.M.S.N. Co.
July 10 —	River ports	Loongwo	Br.	J. M. & Co.
July 11 —	Tientsin, ports	Koonshing	Br.	J. M. & Co.
July 11 —	Swatow	Shansi	Br.	B. & S.
July 11 —	Hongkong	Hwahkuei	Chi	B. & S.
July 11 —	Japan	Sakigake Maru 2	Jap.	
July 11 —	Tientsin	Feiching	Chi.	C.M.S.N. Co.
July 11 —	River ports	Hwahta	Chi.	C.M.S.N. Co.
July 11 —	River ports	Nanyang M.	Jap.	N. K. K.
July 11 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
July 11 —	Japan	Kajo Maru	Jan.	S. Shokai
July 11 —	Japan	Mishima Maru	Jap.	N.Y.K.
July 12 —	Japan	Mikawa Maru	Jap.	N.Y.K.
July 12 —	Japan	Matsura Maru	Jap.	
July 12 —	Hongkong	Shinyue	Chi.	S.P.S.N. Co.
July 12 —	Seattle	Javary	Am.	B.A.T. Co.
July 12 —	Japan	Sakawa Maru	Jap.	
July 12 —	Hongkong	Tean	Br.	B. & S.
July 12 —	Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
July 12 —	.....	Shinon	Chi.	
July 12 —	River ports	Kiangyu	Chi.	C.M.S.N. Co.
July 12 —	River ports	Luenho	Br.	J.M. & Co.
July 12 —	River ports	Talee Maru	Jap.	N.K.K.
July 12 —	Japan	Paling Maru	Jap.	N. Y. K.
July 12 —	Japan	Kasuga Maru	Jap.	N. Y. K.
July 12 —	Chinwangtao	Shunchong	Chi.	S.P.S.N. Co.
July 12 —	Hongkong	E. of Russia	Br.	C.P.O.S.
July 12 —	Newchwang	Kamiyoshi Maru	Jap.	M.B.K.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on July 8, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	none
Cod	,,	14-16
Mandarin	,,	30-40
Mackerel	,,	16-18
Pemfret	,,	14-16
Salmon	,,	14-16
Samli	,,	40-50
Soles	,,	16-18
Game, Poultry And Eggs		
Deer	each	none
Duck	,,	50-80
Eggs	per doz.	16-18
Fowl	per lb.	22-25
Geese	each	60-90
Pigeons	,,	18-20
Quail	,,	none
Snipe	,,	none
Teal	,,	none
Turkey	per lb.	50-55
Fruit		
Apricots	per lb.	8-10
Apples	,,	8-12
Bananas	,,	6-7
Lemons	each	6-8
Lichees	per lb.	25-30
Mangoes	each	none
Oranges	per doz.	$1.50
Peaches	per lb.	8-14
Pears	,,	18-20
Persimmons	,,	none
Peeboes	,,	none
Pumeloes	each	20-25
Pineapples	,,	8-10
Strawberries	per lb	none
Walnuts	,,	10-12
Vegetables		
Artichokes	each	4-5
Asparagus	**per doz.**	**20-30**
Broad Beans	per lb.	5-6
Beetroot	**per bunch**	**2-3**
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	**per bunch**	**2-3**
Cauliflower	each	none
Celery	**per bunch**	**8-10**
Egg Plant	per lb.	4-5
French Beans	,,	4-5
Green Corn	each	2-3
Leeks	**per bunch**	**2-3**
Mushrooms	per lb.	none
Onions	,,	2-3
Parsnips	per bunch	3-4
Peas	per lb.	8-10
Potatoes	per picul	$1.60-$1.80
Radishes	**per bunch**	**1-2**
Spinach	per lb.	4-5
Tomatoes	,,	4-5
Turnips	**per bunch**	**2-3**
Grain And Flour		
Flour American	per 50 lbs.	—
Flour Australian	,,	$4.20
Flour Shanghai	,,	$2.30
Rice	per 200 lbs.	$7.60
Milk		
Foreign dairies	**per bottle**	**20**
Chinese dairies	,,	**17**
Fodder		
Barley	per 114 lbs.	$2.60
Bran	,,	$2.20
Fuel		
House Coal	**per ton**	**Tls. 19.00**
Stove Coal	**per ton**	**Tls. 25.00**
Firewood	**per 50 bundles**	**$1.00**
Laundry		
Per 100 articles		**$3.00-4.00**

E. KILNER,
Chief Inspector.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$645
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$437½
North China	$220 S.
Union of Canton	Hk. $195 B.
Yangtsze	Tls. 250
Far Eastern Ins. Co., Ltd.	$22 B.
Fire Insurances	
China Fire	$141
Hongkong Fire	$330 B.
Shipping	
Indo-China Def	$158
Indo-China Pref.	
"Shell"	200/-
Shanghai Tug (o)	Tls. 38 B.
Shanghai Tug (f)	Tls. 40
Mining	
Kaiping	Tls. 12½ B.
Oriental Cons	41/-
Raub	$2 B.
Docks	
Hongkong Dock	$157½ B.
Shanghai Dock	Tls. 143 B.
New Eng. Works	Tls. 29 B.
Wharves	
Shanghai Wharf	Tls. 100
Hongkong Wharf	Tls. 93½ Sa.
Lands and Hotels	
Anglo-French Land	Tls. 76
China Land	Tls. [illegible]
Shanghai Land	Tls. 69 B.
Weihaiwei Land	
Shanghai Hotels Ltd	Tls. 19 B.
China Realty (ord.)	Tls. 68
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 305
E-wo Pref	Tls. 86 B.
Laou-kung-mow	Tls. 205 B.
Oriental	110 B.
Shanghai Cotton	Tls. 214
Kungyik	Tls. [illegible]
Yangtsepoo	Tls. 15.35
Yangtsepoo Pref.	Tls. 83 B.
Industrials	
Butler Tiles	Tls. 25
China Sugar	$89½ B.
Green Island	$8½
Langkats	Tls. 19 CNIB.
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 105 B.
Stores	
Hall and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford	Tls. 88
Moutrie	$32
Watson	35.35 B.
Weeks	$11½
Rubbers (Local)	
Alma	Tls. 7½ B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 3.10 B.
Ayer Tawah	Tls. 22 B.
Batu Anam 1918	Tls. 0.75 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.65 B.
Chemor United	Tls. 0.85 B.
Chempedak	Tls. 6 B.
Cheng	Tls. 1.80 B.
Consolidated	Tls. 2.60 B.
Dominion	Tls. 6½ B.
Gula Kalumpong	Tls. 5½ B.
Java Consolidated	Tls. 13½ B.
Kamunting	Tls. 4½ S.
Kapala	Tls. 0.30 B.
Kapayang	Tls. 15½
Karan	Tls. 8.10
Kota Bahroe	Tls. 4 B.
Kroewoek Java	Tls. 10½
Padang	Tls. 8.80
Pengkalan Durian	Tls. 4 B.
Permata	Tls. 2½
Repah	Tls. 0.80 B.
Samagaga	Tls. 0.70 B.
Seekee	Tls. 1
Semambu	Tls. 0.92½ B.
Senawang	Tls. 8
Shanghai Klebang	Tls. 0.50
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8 B.
Shanghai Pahang	Tls. 1
Sungala	Tls. 1
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 3 B.
S'hai Kalantan	Tls. 0.50
Shanghai Seremban	Tls. 0.85
Taiping	Tls. 1 B.
Tanah Merah	Tls. 0.70 B.
Tebong	Tls. 14 B.
Ulobri	Tls. 2½
Ziangbe	Tls. 4 B.
Miscellaneous	
C. I and E. Lumber	Tls. 250 S.
Culty Dairy	Tls. 13
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 79 B.
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls 13
Shanghai Mercury	Tls. 25
Shanghai Telephone	Tls. 75
S'hai Waterworks	Tls. 155 B.

S. Sellers. Sa. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per P.M. s.s. Ecuador ..... July 19

For Australia
Per B. & S. s.s. Sunning .... July 16

For Europe
Per M.M. s.s. Nera ..... July 16

For Japan
Per N.Y.K. s.s. Kasuga M. July 15

MAILS DUE

From U.S. and Canada
Per R.M.S. Monteagle ..... July 20

From India, etc.
Per P. & O. s.s. Dilwara .. July 16

Business and Official Notices

UNITED SERVICES ASSOCIATION (SHANGHAI)

Will any returned Officers and Men who have served with H.M. Forces during the war kindly send in their names to the undersigned without delay.

C. M. MANNERS,
Major R.E.,
Hon. Secretary.
24460

D. K. Grady
P. P. C.

NOTICE

The Hongkong and Shanghai Banking Corporation invite tenders for the purchase of the property situate in the International Settlement and known and registered at H.B.M. Consulate-General at Shanghai as B.C. Lot 9720.

The property, which was lately occupied by Siemssen and Co., has an area of 2 mow, 9 fun, 0 li, 4 hao and is situated at the corner of Peking Road and The Bund.

Tenders in writing should be addressed to the Manager of the Hongkong and Shanghai Banking Corporation so as to reach him not later than 31st July, 1919, and must be so framed as to remain open for acceptance on or before 15th August, 1919.

The Hongkong and Shanghai Banking Corporation are not bound to accept the highest or any tender received.
24123

Foreign Exchange Bankers' Association

On Monday, 14th July, France's National Day, The Foreign Exchange Banks will close at noon for all business.
24448

NOTICE

During my absence from Shanghai, Mr. George R. Coleman, Vice President, will assume the management of this firm.

Gaston, Williams and Wigmore,
Far Eastern Division, Inc.
JOSEPH J. KEEGAN,
Managing Director.
24397

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ¼lb., 1 lb. and 2 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 346 5 Peking Road.

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

NOTICE OF REMOVAL

NOTICE IS HEREBY GIVEN that the Registered Offices of the following Companies have this day been removed to No. 103 Szechuen Road, Shanghai, China.

E. N. Truman & Co.
Anglo-Dutch (Java) Plantations, Ltd.
Batu Anam (Johore) Rubber Estates, Ltd.
Chemor United Rubber Co., Ltd.
New Amherst Rubber Estate, Ltd.
Semambu Rubber Estates, Ltd.

Shanghai, 11th July, 1919.
24406

LOST

Two Deposit Bills for $200 each; one No. 406, issued by the Bank of China, in name of Yih Yung Kee, (業榮記) due on November 30, 1919; One No. 551, issued by the National Commercial Bank, in name of Tsiang Teh Kee, (蔣德記) due on 12th day of 6th moon.

The public are hereby warned against negotiating the same, which have been cancelled at the Banks concerned.

YIH YUNG KEE.
Shanghai, July 10, 1919.
24408

[redacted]

A Good Lunch
nicely and quickly served at
SULLIVANS CANDY STORE
11.30 until 2 p.m.
(excepting Sunday)

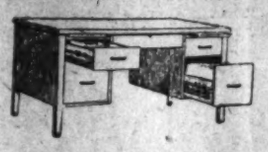
THE S.S. "TUNGUS"
Will leave Shanghai for
VLADIVOSTOCK
On the 21st July

FOR Freight (Godown accommodation at Vladivostock guaranteed) and Passage, apply to

S. HEIMANN & COMPANY,
19A Canton Road.
Telephone Central 1604.
24433

FOR BRITISH AND AMERICAN
MEALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

We Specialize In
OFFICE FURNITURE MADE TO ORDER



Oak Desks,
Swivel Chairs,
Filing Cabinets,
always in stock

Before buying elsewhere, phone us or call at our show-room.

THE OFFICE APPLIANCE CO.
Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: Mackbauck

When you need a new Storage Battery, there are two vital things to be considered — the *quality* of the battery and the *service* back of it.

Prest-O-Lite is the battery for you.

Service Station And Distributor for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

Brunner, Mond & Co., Ltd., England

IMPORTANT NOTICES

Mr. Edward S. Little commenced for us our business in China nearly 20 years ago, and has been our General Manager from its inception until now. He has made of it a great success, and has managed and developed it entirely to our satisfaction. Our relations with him have throughout been of the most cordial nature.

Mr. Little has just undergone a serious operation, which, coupled with an inability on his part to agree that certain alterations in the policy of conducting our business in China were to the advantage of the Company, has led him to place his resignation in our hands, which we have reluctantly accepted. We have arranged personal terms with Mr. Little, which are quite agreeable both to him and to us, and it is a matter of satisfaction to us that, though no longer actively directing our business, his experience and advice will be at our service.

It is with deep regret we learn that rumours of a nature contrary to the actual facts, have obtained a wide circulation concerning Mr. Little and his relations with us. We not only have no sympathy with them, but resent as much as he does their existence. Mr. Little has, as we have said, rendered us the best and most efficient services for which we thank him and which we highly appreciate. We have expressed our practical appreciation in the terms offered Mr. Little by us and accepted by him, which though changing our relations, do not sever them.

By Order of the Board of Directors,
J. H. GOLD.
Director.
Northwich, June 30th, 1919.

BRUNNER, MOND & CO., LIMITED, ENGLAND

Mr. Edward S. Little having retired from the position of General Manager for Messrs. Brunner, Mond & Co., Limited, in China, the Directors have decided to place the management and direction of the Company's affairs in China and Japan under one control and for this purpose have appointed Mr. P. H. Wootton (the Company's Representative in Japan), General Manager and Mr. Percy Fowler, Assistant General Manager for the Far East. Mr. Fowler will be directly in charge of the Company's business in China with residence in Shanghai, but his responsibilities have been extended and now embrace the Empire of Japan.

By Order of the Board of Directors,
J. G. NICHOLSON,
Director.
Northwich, June 30th, 1919.

BRUNNER, MOND & CO., LIMITED, ENGLAND

With reference to the above Notices issued by Messrs. Brunner, Mond & Co., Limited, I hereby confirm that I have retired from all participation in the direction of the Company's business. I have no active relation whatsoever to their affairs and my advice in relation thereto is only to be tendered to Brunner, Mond & Co., Ltd., themselves and only on their specific request.

I continue to reside in the Company's house No. 30 Gordon Road, Shanghai, to which address alone communications to me should be sent.

EDWARD S. LITTLE.
Shanghai, June 30th, 1919.
24432

HOUSES WANTED

FURNISHED HOUSE wanted by small family, French concession or Western district preferred. Apply to Box 37, THE CHINA PRESS.
24453 J. 13

WANTED: Well-furnished detached house, 6-7 rooms, with garden wanted to rent for 9-12 months, or longer. Must be well located Apply to Box 36, THE CHINA PRESS.
24452 J. 15

EDUCATIONAL

WANTED by gentleman, lessons in the Russian language two or three times weekly. Send terms to Box 21, THE CHINA PRESS.
24455 J. 13

LESSONS in English, French mathematics and science given by graduate of London University. Apply to Box 38, THE CHINA PRESS.
24456 J. 15

OFFICES, ETC., TO LET

OFFICES to let, Szechuen Road, two rooms, second floor. Apply to J. T. Hammond, 51 Szechuen Road.
24463

SITUATION WANTED

AN experienced accountant, with excellent testimonials, would like to hear of a suitable opening. Apply to Box 32, THE CHINA PRESS.
2445 J. 24

A lady seeks position as teacher in some important Chinese School. Tuition of English, preliminary, middle work, drawing, music or piano lessons. Lessons given either at her or at the pupil's house. Very moderate terms. Please apply to Box 500, THE CHINA PRESS.
24425 J. 15

AN experienced import man, with thorough knowledge of the local market, open for engagement. Capable of taking charge. A. 1 references. Apply to Box 15, THE CHINA PRESS.
24410 J. 15

STENOGRAPHER with very good knowledge of French, hard worker, wants position. Salary no object. No previous office experience. Apply to Box 9, THE CHINA PRESS.
24395 J. 13

HOUSES TO LET

TO LET, unfurnished apartment of two very large rooms, with kitchen and bath. Apply No. 51 Szechuen Road.
24459

TO LET, with immediate occupation, 3 Temple Lane, Tls. 100. The West End Estates, Limited, 38 Kiangse Road.
24324

TO LET, from June 1st, modern detached residence in fine locality, five rooms. Garden. Tls. 100 per month. 197 Bis Avenue due Roi Albert. China Realty Co., Ltd.
24243

TO LET, 20 Yates Road, detached—eight-roomed residence, tennis garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.
24244

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.
24245

GODOWNS WANTED

WANTED, godown or godown space, available August 1st, central district. In reply, state location, rental and floor space. Apply to Box 12, THE CHINA PRESS.
24404 J. 13

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply Mrs. POLLOCK.

TO LET, with board, large comfortable newly furnished front room, with open verandah and private bathroom attached. Facing south. All modern comforts, telephone, garage, stabling and tennis. Apply to Box 463, THE CHINA PRESS.

TO LET, comfortable furnished flat on Bubbling Well Road, near Race Course, suitable for bachelor or married couple. Apply to Box 40, THE CHINA PRESS.
24458 J. 16

PART of a comfortably furnished home to let, full board. Western district, detached house with garden. Apply to Box 33, THE CHINA PRESS.
24447 J. 16

TO LET, well-furnished room in Western district, opposite Race Course. Apply 78 Bubbling Well Road.
24305 J. 15

SITUATION VACANT

WANTED for Vladivostok, a stenographer; man preferred but will consider lady if she is prepared to agree to remain in Vladivostok for a definite period. Reply, stating experiences and wages expected. Room and board will be provided free. Apply to Box 35, THE CHINA PRESS.
24451 J. 19

WANTED, young Eurasian who can read and write Chinese well, for translation work. Good prospects for a bright young man. Apply to Box 27, THE CHINA PRESS.
24435 J. 13

WANTED, by a well-established American firm, a first-class accountant, capable of handling import and export accounts. References required. Apply to Box 18, THE CHINA PRESS.
24419 J. 13

WANTED, by a well-established American firm, an experienced stenotypist. American preferred. References required. Apply to Box 19, THE CHINA PRESS.
24419 J. 13

WANTED, by a well-established American firm, a man to handle the export department. Must be thoroughly familiar with Chinese products, shipping, etc., both to Europe and America. A good opportunity for a first-class man. References and recommendation required. Apply to Box 20, THE CHINA PRESS.
24419 J. 13

WANTED, stenographer and private secretary for work in the Y.M.C.A. in Vladivostock. Apply at 4 Quinsan Gardens.
24411 J. 13

WANTED an experienced man to take charge of an import department. Must be a foreigner with good references who has experience with American cargoes. Splendid opportunity for right man. Apply to Box 8, THE CHINA PRESS.
24392

APARTMENTS WANTED

WANTED at once, furnished flat in central district. In reply, state terms and location. Apply to Box 13, THE CHINA PRESS.
24404 J. 13

YOUNG AMERICAN seeks good room and good board in or near Central District. Apply to Box 28, THE CHINA PRESS.
24424 J. 13

WANTED, by young man, furnished room and bath, central district. From August 1st. Apply to Box 3, THE CHINA PRESS.
24386 J. 13

Business and Official Notices are Continued on Page 21

SITUATION WANTED

WANTED: Experienced shipping clerk with knowledge of accounts of double entry system, typing, correspondence, translation, interpreting or insurance work as well as general office routine, desires position in a reliable local firm. Apply to Box 41, THE CHINA PRESS.
24461 J. 15

ALERT young man, with University engineering training, desires connection with corporation or executive contemplating future expansion in Russia. Has good knowledge of sales, advertising, and thorough familiarity with Russian market. General engineering experience and specialized training qualifies for handling tools, machinery, engines, etc. Desires connection where energy, enthusiasm, live, aggressive effort will assure promotion and where there is ultimate prospect of handling Russian business. Please apply to Box 499, THE CHINA PRESS.
24327

Exchange and Mart

FOR SALE, good strong ricsha with pneumatic tyres, also high-quality baby's pram, reversible, with summer and winter hoods. Can be seen by appointment. Apply to Box 42, THE CHINA PRESS.
24462 J. 13

WANTED, motor-cycle with or without side-car. Must be of good make and in good condition. Please apply to Box 11, THE CHINA PRESS.
24449 J. 12

FOR SALE, Victoria; reasonable. Party leaving China. Apply to Box 34, THE CHINA PRESS.
24450 J. 13

FOR SALE, one thoroughbred trained police dog and two pointer puppies. Prices reasonable. Apply to Box 39, THE CHINA PRESS.
24457 J. 13

FOR SALE, a new Smith and Wesson (Webley) revolver, 38 cal. These are used by the champion revolver shots. $60, including 50 rounds of ammunition. Can be tried at the Miniature Club. Apply to Box 496, THE CHINA PRESS.
24372

FOR SALE, in September, a yellow Australian horse, splendid condition, and high dogcart with yellow wheels. Owner going home. Reasonable. Can be driven by lady. Will sell separately. Apply to Box 493, THE CHINA PRESS.
24371

FOR SALE, one 7 and one 5-passenger Cadillac touring car, guaranteed in good condition, demonstration by appointment. Apply to Box 25, THE CHINA PRESS.
24431 J. 17

FOR SALE, latest Overland car, in perfect condition, almost new. Please apply to Box 26, THE CHINA PRESS.
24434 J. 15

FOR SALE, two-seater motor car in good condition. Trial run may be had by applying to Box 24, THE CHINA PRESS.
24426 J. 13

FOR SALE One MONROE 4-cylinder five passenger touring car, in good condition and running order. For particulars, please apply to The Shanghai Horse Bazaar and Motor Co., Ltd. Motor Garage Telephone, West 1213.
24422 J. 13

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.
24237

FOR SALE, sailing yacht "Lone Star," with detachable auxiliary motor. Complete and in first-class condition. Owner left city. Cheap. Can be seen at Standard Oil Co., Pootung Wharf.
24364 J. 13

FOR SALE, at less than cost price, American-made, 200 volts A. C. electric ceiling fans and oscillating desk fans. Absolutely new. For particulars apply to Box 417, THE CHINA PRESS.
24185 J. 27

Science Upsets Everything the Doctors Believe About Germ Diseases

The "Pneumonia Germ" Does Not Cause Pneumonia---A Newly Discovered WORM Causes Pneumonia; and You Catch Pneumonia by EATING the Worm, Not by Breathing It In--- And the Same Astonishing Discovery Has Been Made About a Long List of Germ Diseases

By Dr. W. H. Ballou.

MEDICAL theories concerning our commonest and most deadly germ diseases have been entirely upset. Independent investigations by scientists in various parts of the world have led to this conclusion.

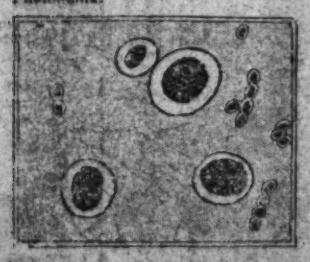
Everybody understood that most of our infectious and contagious diseases—pneumonia, Summer complaint, typhoid fever and many others—were caused by germs commonly known as microbes. Medical science described most of the microbes as bacteria, that is, as a very lowly form of plant life. The bacteria developed in most cases from spores, which were very much like seeds.

Medical science found the various kinds of bacteria swarming in the different germ diseases and had no doubt that they were the cause of the trouble. The doctor, laboring in the pathological laboratory, could see the bacteria swarming under his microscope. Some of them were rod-shaped, others were dot-shaped, and some even were comma-shaped. Some had long hairs to move and swim with, and others had none and stayed still.

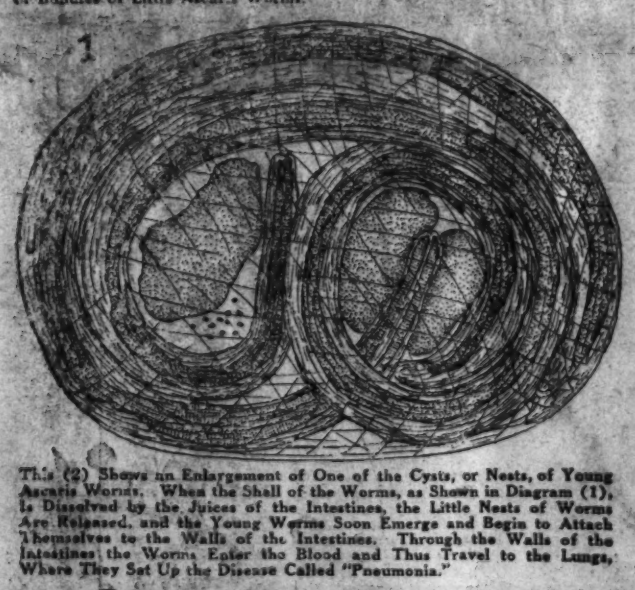
Now, science has shown that that view of the cause of disease is almost entirely wrong. It has shown that the real cause in most of the diseases studied was a minute animal parasite, a kind of worm. The parasites escaped notice for years, in many instances on account of the deficient power of microscopes; but recently, under the tremendously high power ultra-microscope, they have come into view.

The old microbes were present in the disease, of course, but it has been found that they were comparatively harmless, perhaps beneficial, because they ate up dead organic waste matter in the system. They served also as food for the disease-causing worms, but it is not believed that they are necessary for the life of these pests. It had long been known that certain kinds of microbes were useful in cleaning up decaying matter in the outside world, but it is now proved that they perform the same duty within the human body.

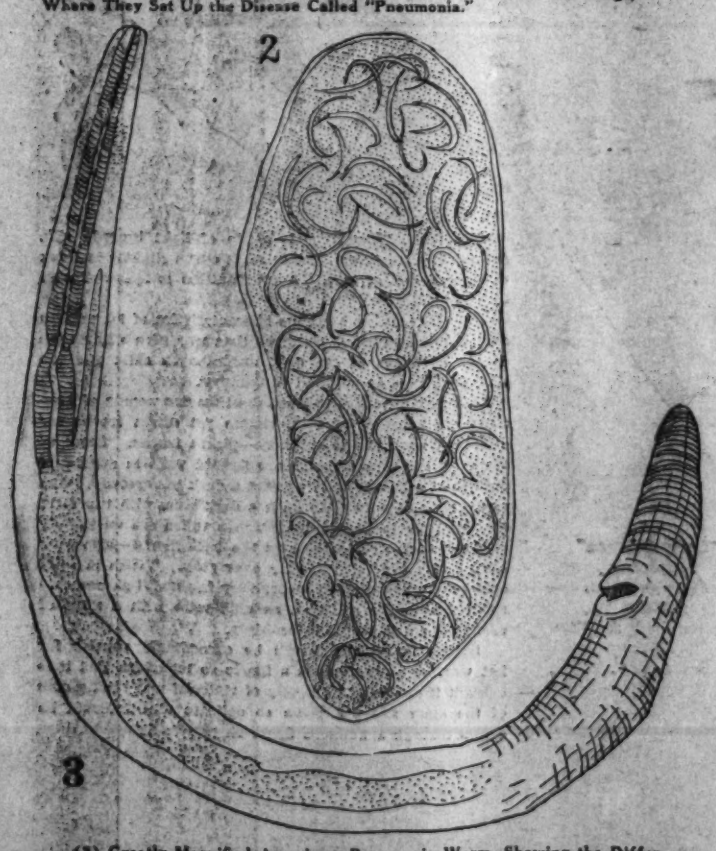
THIS IS the "Pneumonia Germ" Recognized by All Doctors and Medical Books as the Cause of Pneumonia and Called "Pneumococcus." Science Now Knows That This Germ Is a Vegetable and Does Not Cause Pneumonia.



AND THIS IS the Newly Discovered Little Worm Called "Ascaris Lumbricoides." This Is a Microscopic Animal, a Motile Worm. The First Picture (1) Shows Two Full-Grown Ascaris Worms Wrapped Up in a Shell in Which Are Three Small "Cysts" or Bundles of Little Ascaris Worms.



This (2) Shows an Enlargement of One of the Cysts, or Nests, of Young Ascaris Worms. When the Shell of the Worms, as Shown in Diagram (1), Is Dissolved by the Juices of the Intestines, the Little Nests of Worms Are Released, and the Young Worms Soon Emerge and Begin to Attach Themselves to the Walls of the Intestines. Through the Walls of the Intestines the Worms Enter the Blood and Thus Travel to the Lungs, Where They Set Up the Disease Called "Pneumonia."



(3) Greatly Magnified Ascaris or Pneumonia Worm, Showing the Difference in the Two Ends of the Creature.

We shall understand how important these new discoveries are for us when we learn how they affect pneumonia, that most deadly, cruel and very common disease, for which no reliable cure or treatment has ever been found. Science now declares that the old, well-known microbe, the "pneumococcus," is not the real cause of pneumonia, but that a newly discovered worm is the cause, and that we eat this cause of disease with our food instead of breathing it in, the common method of taking in the pneumococcus.

Doctors B. H. Ransom and W. D. Foster, of the United States Health Department, Washington, two of the many scientists who have been studying the new causes of disease, publish this most astonishing and interesting statement concerning the cause of pneumonia:

"The round worm, ascaris lumbricoides, is the most common and the most important intestinal parasite of man. It breeds in the colon, the eggs hatch in the alimentary canal, the young pierce the intestinal wall and, aided by the circulation, migrate to the liver, spleen and lungs. They cause pneumonia, lung troubles, etc., in human beings, lower animals and particularly children."

This worm, which is the cause of pneumonia, is a strange looking creature under the microscope, with two spots, surprisingly like eyes, a mouth and other orifices, a rod that is called a backbone for want of a better understanding of its nature.

It is alarming to think that we are swallowing this creature in countless quantities with our food or water instead of breathing it. It buries itself in our intestinal walls and only breaks loose when the defensive forces of the body become too weak to fight against it. Then it digs its way through the wall and after passing through the circulation reaches the lungs, which are its predestined home.

The fact that this worm and not the pneumococcus is the real cause of pneumonia fully explains why the countless serums and vaccines, prepared from the old pneumococcus microbe by the Rockefeller Institute and other institutions have entirely failed to cure the disease.

The facts are found to be similar with regard to many other diseases, that is to say, that they are caused by microscopic worms which we swallow, and not by the old microbes.

For instance, it has been found that dysentery, Summer complaint (which is the greatest cause of mortality among our babies) and other intestinal troubles are due to a type of worm called "giardia," and not to various microbes of the bacterial type. The old bacteriologists did indeed credit one form of dysentery to an animal form, the "entamoeba," but this particular animal has now been found to be the cause of decay of the teeth.

Dr. A. Porter, of the British Army, first found that a worm called "giardia intestinalis," was the cause of dysentery after examining sick soldiers at Gallipoli, where the disease caused terrible mortality. He reported his discovery in the London Lancet.

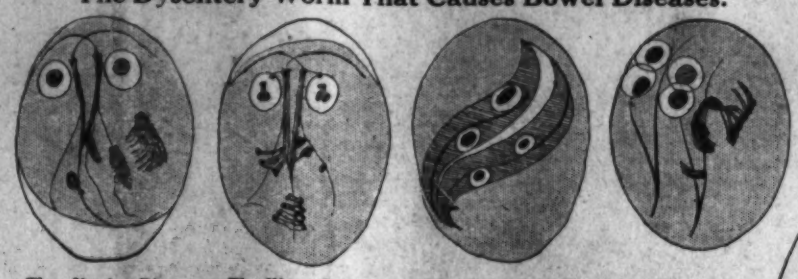
Recently the scientists of the University of California have been making a remarkable study of the worms that cause intestinal and other diseases. Drs. W. C. Boeck, C. A. Kofoid and E. B. Christiansen, of this institution, give a most interesting account of the nature and habits of these deadly creatures. Some of them are round worms and others flat worms. Some of them are described as "protozoans," and others as "metazoans."

They are all distinguished by having several long feelers, which enable them to move about freely. Soon after birth, according to the University of California investigators, each young parasite rolls itself up into a ball and encysts; that is to say, a hard shell forms around the minute body.

Several of these cysts are likely to be drawn together, attaching themselves to one which has attached itself to some likely spot in the human intestines.

The digestive ferments of the human stomach and intestines in due time digest off the case of the worm and releases it. It grows larger, divides and becomes two worms. Sometimes it only divides in two, but when it is very vigorous it divides into many worms. Then they encyst again and repeat the previous operation.

The Dysentery Worm That Causes Bowel Diseases.

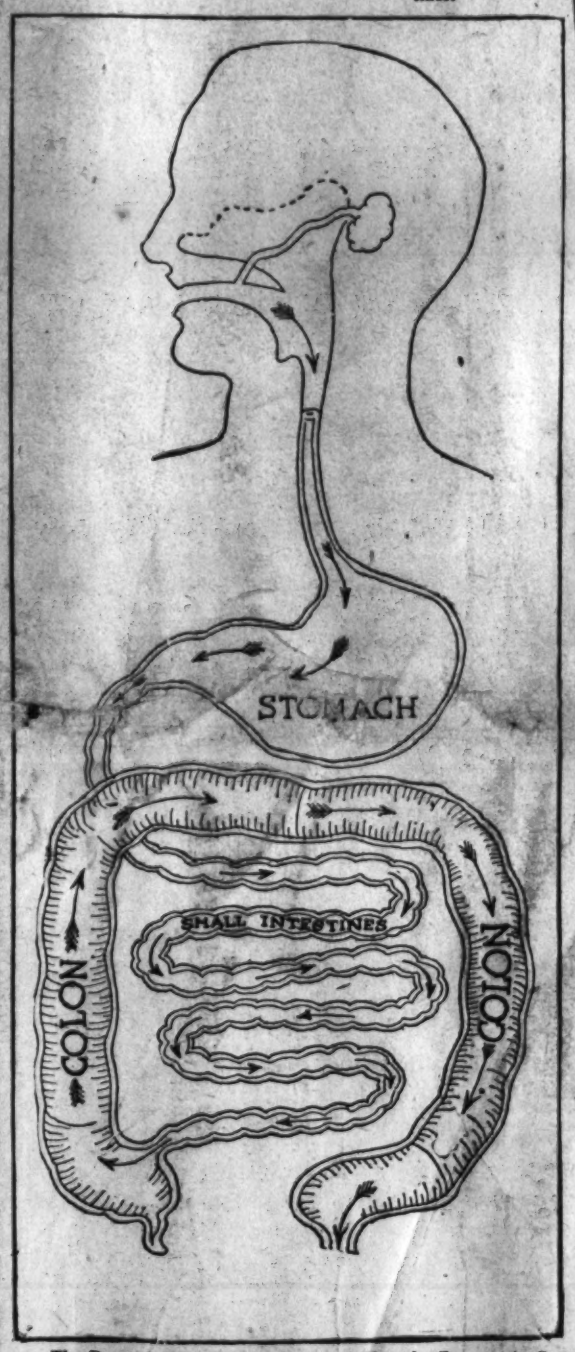


The Newly Discovered Dysentery Worm at Rest in Its Shell.

The Worm Beginning to Divide to Become Two Worms.

The Process Finished and Two Twin Worms Formed Within the Shell.

The Two Perfectly Formed Dysentery Worms Now Ready to Emerge and Attack the Intestines.



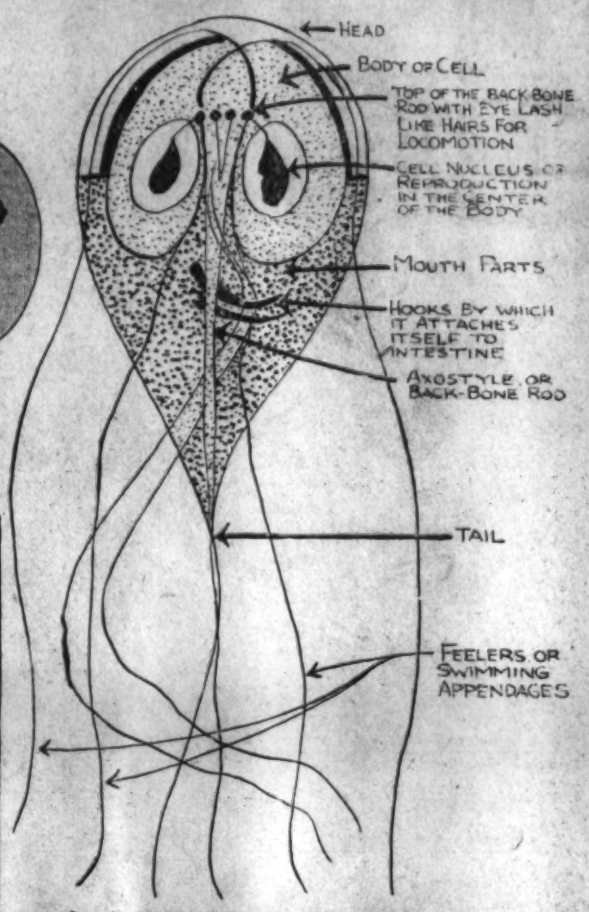
The Doctors Have Always Supposed That the Pneumonia Germ Is Breathed in Through the Nose and Mouth, and Thus Find Lodgment in the Lung. Science Now Knows That the True Cause of Pneumonia, the Worm Ascaris, Is Swallowed Into the Stomach, Passes Out Into the Smaller Intestine, and Burrows Through the Wall of the Small Intestine, or the Colon, Which Is Part of the Large Intestine, and Then Passes Through the Circulation to the Lungs.

Naturally there is much inflammation and congestion at the point of the intestines where a number are attached and the alimentary canal is more or less closed up. The blood is poisoned and the system swarms with the parasites.

The disease that develops depends on the particular kind of worm that is most abundant. It may do most of the harm in the intestine and cause Summer complaint or appendicitis or dyspepsia, or it may penetrate the intestinal wall and travel elsewhere, as we have seen in the case of the pneumonia parasite.

A sample worm, which has been studied extensively by the California investigators, is the "giardia microti," which measures from 11 to 14 micromillimeters in length, which is roughly around 1-2,540 of an inch. This minute worm has a nervous (neuromotor) apparatus for regulating its movements. It has eight feelers to assist in moving about. All of these feelers vibrate with the same rapidity when the worm lies on its back. As the speed of vibration increases the speed of locomotion increases. The worm travels just about fast enough to swim against the currents in the alimentary canal, which would carry it out of the human body. The direction of the little worm is governed by the minute, hair-like tail, attached to the body in ball and socket fashion, which it can bend up or down or from side to side.

It has a rod called an "axostyle," corresponding to our backbone. Strangely enough, the tiny worm does not have to encyst in a hard shell before dividing in two, but may do so or not according to circumstances. The worm splits up and down and becomes two perfect individuals.


HEAD
BODY OF CELL
TOP OF THE BACK BONE ROD WITH EYE LASH LIKE HAIRS FOR LOCOMOTION
CELL NUCLEUS OF REPRODUCTION IN THE CENTER OF THE BODY
MOUTH PARTS
HOOKS BY WHICH IT ATTACHES ITSELF TO INTESTINE
AXOSTYLE, OR BACK-BONE ROD
TAIL
FEELERS OR SWIMMING APPENDAGES

Greatly Magnified Drawing of the Dysentery Worm, "Giardia Microti," Showing Details of Its Anatomy. The Creature Is About 1-2000th of an Inch Long, Is an Animal, It Moves or Swims by Vibration of Its Feelers and Other Parts, and It Causes Cholera Infantum, Intestinal Poisoning and Death Through Dysentery Convulsions.

The four germ cells of the original divide into pairs, and a complete set goes to each of the offspring. There are male and female worms.

One of the worms of the "giardia" group is believed to be the cause of severe dyspepsia, which may become acute or chronic and is sure to kill the victim when his weakened body can no longer withstand the continuous assaults of the tiny creatures in his stomach.

One of the many startling discoveries made by the scientists is that all germs having feelers, or "flagella," as they are called in bacteriology, are really animals and not bacteria. In the old science of bacteriology the bacteria were divided into motionless types, usually shaped like dots and rods, and the motile kind, having feelers and the power of locomotion.

This particular discovery appears to have a very important bearing on typhoid fever. In a culture of germs of this disease you can see a number of motile organisms with long feelers and a number of motionless ones. Bacteriology always taught that the organisms with feelers were the bacteria of typhoid. Now it appears clear in the light of the latest discoveries that the creatures with the feelers are animal parasites, while the rods are true bacteria on which the others feed.

The old science of bacteriology said there were two kinds of dysentery—one caused by a bacterium, the other caused by an animal parasite called the "entamoeba." Now, it is proved that while both kinds are caused by animals, the "entamoeba" has nothing to do with it, but is the cause of decay of the teeth. Doctors Allen J. Smith, M. T. Barrett and B. H. Lucke, of the School of Medicine of the University of Pennsylvania, announce in the Journal of Parasitology:

"In our experiments, pyorrhea material bearing active, vegetative entamoebae, was given to two kittens by injection into the colon. In all cases we failed to find amoebae in the dejections and to note any evidence of dysenteric symptoms."

Dr. Nadine Nowlin, of the University of Kansas, backs the above statement up in the same journal by independent experiments, and says:

"An infected tooth was extracted, on which entamoebae had flourished for four weeks and then disappeared. Where were they? The tooth showed an ulcer at the root and many lesions were seen on the periosteum, in which were leucocytes and amoebae. The latter were extremely numerous, all in partial or complete encystment, proving that the entamoebae may withdraw from the tooth when destroyed and encyst on the gums" (for their destruction).

Many puzzling questions may be asked about the meaning of these discoveries and some cannot yet be answered. It may be asked why some of the old bacteria when injected into animals cause specific diseases, and why antitoxins prepared from them cure those diseases. Why does diphtheria antitoxin cure diphtheria and why does the antityphoid vaccine used in the army prevent typhoid?

The only reasonable answer appears to be that along with the bacteria used in preparing the remedies the bodies or poisons of the animal parasites which are the real cause of the disease are included. It will readily be understood how this happens in the case of typhoid, where the flagellated parasites are so closely associated with the rod-shaped bacteria. Certainly all these lines of investigation point strongly to the conclusion that all germ diseases are caused by animal parasites and not by bacteria, which are harmless and probably beneficial.

Pointing to this conclusion Dr. Charles B. Lipman, in the latest bulletin of the University of California, proposes the new term "bacterial flora" to take the place of "bacteriology," since bacteria have been largely removed from the disease-producing field.

The investigators have discovered why the animal parasites are able to withstand the juices of the human stomach. W. E. and E. L. Burge, in the Journal of Parasitology, say:

"The oxidative processes of the living parasites enable them to withstand the action of the digestive juices of the animal stomach by themselves oxidizing our enzyme solution immediately in contact with them."

Still another interesting discovery is that the animal parasites of disease are very common in stagnant water. This may prove to have a closer relation than has been supposed to the fact that mosquitoes, which carry malaria and yellow fever germs, breed in stagnant water.

Dr. H. B. Yocom one of the numerous University of California men investigating this matter, has been studying a little worm called "euplotes patella," which lives in stagnant water and is apparently a disease producer. He says it lives on bacteria, which it wafts into its mouth by means of its feelers.

C. W. Hahn is one of the many investigators who assemble at Wood's Hole, Mass., in Summer to study little parasitic worms which enter into fish and other water inhabitants to produce diseases therein, and later get into human beings and lower animals that eat fish, to continue their deadly disease causation. He also finds that former investigators were mistaken concerning the functions of bacteria and mistook little worms for them.

Henry B. Ward, editor of the Journal of Parasitology, and Thomas B. Mogath discuss another type of the little worms, the nematodes. They say:

"The parasitic nematodes are of conspicuous importance in the field of human disease, in diseases of domestic animals and the diseases of fish. They outrank all other types as disease producers. North American fresh-water fish have yielded a number of forms of these little worms in trout, whitefish, herring, German carp, crappie, yellow perch, wall-eyed pike, dogfish, etc."

In view of these discoveries it may be seriously questioned whether it is wise to eat the scavenger fish, such as dogfish, which have lately been recommended on account of their cheapness.

Dr. Robert Hegner, a distinguished pathologist of the University of Michigan, in a newly published work gives this list of diseases as due to animal parasites:

"Human diseases that are definitely known to be caused by protozoan parasites or are connected in some way with them are malarial fever, yellow fever, social disease, yaws, recurrent fever, African tick fever, sleeping sickness, dysentery, kala azar, hydrophobia, smallpox and intestinal catarrh."

Another disease newly recognized as being caused by an animal parasite is the horrible liver fluke disease, recently introduced into California from Asia.

It has, indeed, been long known that some diseases, including malaria and sleeping sickness, were caused by animal parasites, but this does not lessen the importance of the discovery that most germ diseases are caused by them.

Newest Gowns for the Afternoon

By Lady Duff-Gordon

"Homage" Is a Gown of Light Brocade Silk in Scant, Straight Folds. A Coat Outline Is Followed with Bands of Dark Fur.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishments brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

TO-DAY I show you three gowns that are of the latest models for afternoon wear.

The first and stateliest is the "Lady Chiltern." Fashioned of softly clinging satin of a dark color, it has a curious half surplice effect in the back. The back breadth of the gown falls from the shoulder, is draped toward the left and caught on the opposite side by a small crushed girdle ending in a graceful knot of the satin. The fulness trails away into the point of a fish tail train. It is scantily draped in front. The sleeves are long and tight. The collar and cuffs are of fur, for fur will be worn for trimming late in the Spring and somewhat throughout the Summer. Lace ruffles adorn the throat and wrists, affording relief from the almost severe simplicity of the robe.

The second gown, also of satin, is another frock in which dignity is opposed to the too frequent frivolity of all seasons. It is worn as a one-piece gown over a foundation of white lace, which shows slightly at the parting of the over robe in front. The satin is drawn up gracefully in front, showing six inches of the lace. The satin garment is belted in by a ribbon of the same shade, ending in a rosette in front. Small revers are turned back and half hidden by the lace of the extending collar. A novelty is the trimming of the sleeve at the wrist. It is of alternate rows of cording and shirring, done in the satin. This chic costume is called the "Angelica."

"Angelica," a Gown in Which Dignity Is Opposed to the Too Frequent Frivolity of the Season, Is of Dark Satin Over a Foundation of White Lace.

"Lady Chiltern," of Softly Clinging Satin, Has a Curious Half Surplice Effect in the Back.

The third, "Homage," is made of light brocade silk. Arranged in scant, straight folds, it opens slightly in front to show a slip of lace. A coat outline is followed with bands of dark fur.

All these gowns have the characteristics of long skirts and long tight sleeves, features that may give way as the season advances to the cool, ankle-length skirt and the shorter sleeves so graceful in Summer.

As Spring advances to meet the Summer women of foresight are thinking of cool, simple yet smart frocks for afternoon wear at the seashore—piazza frocks. Some of the most effective of these are figured voile in geometric designs of a lighter color against a dark background. One of the most demure of these is a dark blue, with two faint parallel lines in pearl gray. These voiles are made over thin silk of the same color as the background—blue over blue, brown over brown, gray over gray. Voiles in solid colors are trimmed with embroidery in several shades contrasting with the material, as blue voile with a mass of red, yellow and purple embroidery.

Batiste in all colors will be exceedingly popular for hot weather gowns. It is a fabric so tenacious that it is thought it or one of its family of material was the heroine of the story about a gown so delicate that it could be drawn through a woman's finger ring.

Sport Clothes Gaining Vogue As Everyday Apparel

Tweed And Homespun Suits Meet Increasing Demand For Comfort As Well As Style And Beauty

By Martha Goode Anderson

In all probability the sport clothes of the future will replace the feminine uniforms of the very recent past. It is certain that during the period of the war women learned the comfort of clothes without frills and the joy and dignity of apparel built for service and not merely for beauty.

A lesson as valuable as this will leave its impress through the ages—proof of this statement may already be found in the ever increasing number of women who are adopting the so called sport clothes as everyday general utility or business apparel. Particularly is this true of the splendid tweed and homespun suits with their severely plain lines and well made materials—nowadays we recognise the up-to-date business woman by a suit of this sort corresponding to a man's business suit and proving that at last the American woman, at least in the large cities, has found and made her own the long-hoped-for costume which answered every office requirement and at the same time permitted style and beauty as well.

Now all of this is merely a prelude to the statement of the fact that whereas "sport" clothes were worn a few years ago only by a relatively small number of women who "went in" for golf, tennis and all sorts of outdoor sports, the term has now come to mean comfort clothes. Those aforementioned women well know how impossible it is to move freely and comfortably in the ordinary feminine apparel, and it is perhaps to the insistent demand for rough and ready things that should at the same time be smart and good looking that has come the army of tweeds and home-spuns and broad well-shaped serviceable shoes and trim plain hats, for nowadays it is fashionable to be comfortable.

Forestry Clothes

However, it is not of business uniforms but of outdoor apparel of which I intend to speak. First let us consider the delightful forestry clothes with their fine assortment of colors in all the wood brown shades of leaf and ground. We no longer speak of "khaki"—that color is entirely passe. The same shade is now called "camel" brown. It is shown in a forestry suit of tweed which is fitted with knickers, skirt and coat, the skirt so arranged that it can be worn as a cape when unfastened from the belt, which it does easily by means of buttons so arranged for this purpose.

Of course such a suit is intended for life in the woods, for hunting or fishing or tramping and sleeping in the open too. Shirts of camel brown are worn with it generally made of a washable flannel which will not shrink and will wear forever and never "show dirt." Small round hats of the same material accompany the suit, and as these are crushable and yet retain what shape they have they are always bought along with the outfit.

As to the golf suits, they remain the same as those of last year, with skirt sufficiently wide for perfect freedom and plain straight coat with inverted pleat at the back permitting the necessary fulness for full play of the arms. The approved golf shirt has a high collar which folds over a smart tie—of course as the summer days come and the weather grows warmer the low cut and cooler collars will be worn. Just now one seldom sees an open throat in the sport shirts—the shirt itself being made of some fine material such as crepe de chine or Japanese silk or even a very fine English flannel. These high collars therefore are not in the least uncomfortable or stiff. The colors of the tweeds of which the accepted suit is fashioned reproduces delightfully the heather tones—soft purplish mixtures, brownish reds and pebbly grays. A new and very pleasing color is the horizon blue of the French officers' uniform.

However, since Paris has stamped all the brown shades with approval it is that color which is most in evidence this summer and most in demand, for it is not only a delightful shade but a welcome relief from the blues and yet more blues which have just about become the average woman's standard color.

Skirts Of Scotch Plaid

Nothing is smarter or better looking than the pleated skirts of Scotch plaids—there is indeed nothing subdued about the colors which riot through them, for if one has chosen a sombre background of brown it is immediately relieved by the most vivid and striking stripe of coral pink or bright sky blue showing through the plaids made by fainter shades of brown and blue or pink intermingled.

These plaid skirts entered into popularity for the winter and are just as good now for country club wear and all outdoor occasions, since it is yet somewhat early for the white skirts destined later on to supplant all others.

While sport clothes are first and foremost comfortable and serviceable, the woman who will be dainty and feminine before all else has plenty of chance to choose pale and lovely colors and charming materials for her apparel. For instance, beach costumes of white and pink are entrancing in their delicate beauty, a kilted skirt of white crepe de chine with generous pleats and therefore enough fulness to give grace is accompanied by a pale pink silk-slip-over sweater and a fascinating wide brimmed hat of white edged with pink silk ribbon which dashes across the front of the crown in a flat bow. To wear with this outfit is a soft warm short coat of white vicuna cloth equipped with a deep rolling collar of Angora wool which buttons first at one side and then the other.

While one finds many short coats like this, it does not mean that the cape is not to play an important part among one's sport clothes, for indeed it seems to be the foundation to which all else is added.

Strictly speaking the real sport cape is fashioned of the same heather tweeds or plaids which are used for the real suits I mentioned above. They differ from the dressier affairs of blue serge and are stoutly made with rippling fulness falling from the shoulders into a decided flare around the bottom. These capes fall almost to the hem of the skirt and answer every requirement for traveling, motoring or as wraps only. Even during the summer they will be equipped with small fur collars, but this need not astonish us since summer furs are equally important. One does not see the most expensive furs used in this way, but rather the gray squirrels, raccoons and small domestic animals of like pelts.

During the war we became so accustomed to seeing women attired in breeches of every kind that we are not in the least astonished to find it is possible to buy any sort of outfit which includes them, and that without either explanation or preliminary ordering; they are in fact being shown in many fashionable houses in the sports departments which like to be up to the minute in their entire stock.

Thus, since aviation is booming up as the next general sport which is to play a decided part in our lives, and women intend to go in for it just as they have done for every other kind the feminine aviator's suit can be bought in the twinkling of an eye, goggles and all. The breeches which accompany the fine leather short coat are also made of leather and are exact reproductions of the army aviation suit. Long leather coats are designed to wear over the suit and are swagger and smart to the last degree. As they are belted and quite ankle length they serve as skirts until one is safely seated in the machine and ready to whirl away.

New Types Hold Sweaters In Vogue For The Summer

After all, sweaters will be worn this summer. For a time it looked as if women had grown weary of them and had decided in favor of the little jersey slip-on coats which became so popular last season. As the spring has advanced, however, some very new and lovely sweaters have appeared and by their beauty and novelty have revived what seemed to be a dying fad.

First in the ranks of the very new are the crocheted filet slip-ons. These began to arrive for the fortunate persons who go south in the "season" and take with them those lovely fresh and expensive clothes which are displayed in the shop windows while the snow is still on the ground and which set every woman to admiring and to longing.

The crocheted sweater is easy to make and is quickly achieved. Already every woman who can crochet has set out to make one of these new little things and "throw the thread over," "go in twice," are the words we constantly hear in the place of "knit two," "purl two" recently so familiar.

Narrow Leather Belts

To be worn with these newer slip-ons are very narrow leather belts scarcely an inch wide and fitted with a long narrow buckle with one initial in the center.

The crocheted sweater is not for the short and the stout, for there is no way of adjusting it to this type of figure. It is somewhat shorter than the knitted ones were and is made in two parts with the seams left open at the hips to procure the necessary flare and thus prevent "hooping."

From neck to waist the sweater is crocheted almost plain in straight rows of the filet stitch. Along the bottom is made a pattern of lace of any preferred design except the parrots and lions and griffons or other queer animals which so often scorn this kind of crochet. Of course it would only be a woman without a sense of humor who would introduce such a pattern and have a row of lace animals along the bottom of her cardinal red or brilliant yellow sweater. The filet stitches are very easy to copy and there are some lovely designs showing roses shaded through the straight filet row.

For the most part this new little garment is sleeveless and of the slip-over type. It is always accompanied with a belt, as indeed are all of the summer sweaters, for the belt and girdles have become a most important part of the wardrobe this year. In some instances these sashes are knitted long enough to go around the waist twice, loop and fall almost to the bottom of the skirt. Such a sash appears with a very handsome silk slip-over thing with long, tight sleeves. The sash has several vivid rows of bright rainbow stripes along the ends and long, deep tassels of the silk finish it.

While a sweater is per se always a sweater, there are variations which redeem it from monotony—for instance, the new Tuxedo ones are copied from our husbands' dinner coats and have the revers facing back just like the coats have. Now and then this facing is added in some bright contrasting color which sets off the solid color of the garment very well indeed and is repeated in the collar, cuffs and sash. Of course, the Tuxedo sweater is knitted—as yet the crocheted ones are made as described above and of the simplest styles and lines.

The Surplice Sweater

The surplice sweater will be welcomed by stout women who have felt

(Continued on Page 9)

Be sure
to
get it
at
WING ON'S
It Pays!

When My Boy Comes Home

By Mimosa

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the color might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight color to the cheeks, she applied a little colliandum with a piece of cotton wool. Colliandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the color deepens slightly giving an absolutely natural appearance.

You have heard of

Pond's Vanishing Cream—

seen it often, no doubt;

But do you know how different it is from any cream you ever used? Do you realize that it does for your skin something that no cold cream can do?

Rub a little Pond's Vanishing Cream on the back of your hand. At once it disappears. Notice how quickly your skin takes on a soft, milky tone. Even one application gives your skin a softness, smoothness and delicacy of coloring that is noticeably lovely.

Every woman who knows how to make her skin look its loveliest has found that, necessary as a cold cream is, it is not enough.

She knows that the skin also needs the protection a greaseless cream gives—a cream that can be applied while dressing, before going out.

Whenever your skin feels dry or drawn, or your face shows fatigue, you will find an application of Pond's Vanishing Cream remarkably refreshing. Entirely free from oil and absolutely greaseless, it lies cool and smooth on the skin for an instant, then vanishes.

People with oily skin should never use an oil cream

The famous skin specialist, Dr. William Allen Pusey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

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Health, Beauty And The Home

About Strawberries

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

EVEN though the little boys play marbles and little girls jump rope, probably the housekeeper does not believe Spring has come until she hears the hucksters calling "Straw-aw-berries!" To the one who handles the household food supply the advent of the luscious red strawberry means definitely the opening of the warm weather season.

Probably no warm weather fruit is more universally liked, grown in larger quantities or more adaptable in its culinary uses. The name strawberry is said to have come from the old custom of placing straw under the plants to encourage their growth. Another theory is that "straw" comes from the Anglo-Saxon "strae," from which we get out word "stray," since the strawberry's characteristic is its long, straying vines.

The strawberry is blessed with acids and salts quite similar to the citric salts of lemon or the malic acid of the apple. Sometimes these salts do not agree with certain persons. It may be well to know then that the berries will be more digestible if a grain or two of cayenne pepper is added and, strangely enough, this will not detract from the flavor.

Berries that are perfectly ripe should certainly be eaten in that form and not cooked or made into concoctions. Also it is a dietetic crime to use milk on acid berries, since the acid of the berry makes the milk curdle. Cream is permissible because it is largely fat, but the true fruit lover will prefer the ripe berries "au naturel."

One of the chief values of all berries is the seed or coarse portion which acts as an irritant to the alimentary canal. This irritation increases the canal's activity, and that is why berries are so valuable in the daily diet, especially at the morning meal.

Lately there has been a fad to express the juice of many fruits, notably oranges, and to remove the peel of apples, pears, etc. This is a mistake because the chief value of fruit is not only the salts contained in the juice, but the coarse, fibrous portions of pulp, which act as nature's cleanser of the alimentary tract. These portions are not digestible, it is true, but that is exactly what we wish. We should eat a deal more fibrous, coarse and so-called indigestible material in order to stimulate the activity of the bowels.

All fruits lose the beneficial effects of their acids and salts by cooking. It is well to remember this and not insist on using fruit in cooked forms. Many times a syrup may be made separately and the fruits dropped in it, thus keeping the fruit without actual cooking. Of course, any surplus fruit beyond daily needs should be canned or preserved. The strawberry is the first fruit on which the housekeeper can practice her Summer canning.

It is often complained that canned strawberries rise to the top of the jar and look unsightly. However, this objection may be overcome if they are canned in the following manner:

Pick over strawberries, hull, wash and place in a deep baking dish. To each quart of berries add one-quarter cup of water and one-half pound of sugar, sprinkling the sugar well over the berries. Cover the dish and set in a moderate oven until the berries are soft. When cooked remove and set in a cool place for twelve hours. Then pack in clean jars, adjust jar caps and sterilize ten minutes in washboiler or other hot water bath canning outfit.

It will be helpful for the housekeeper to remember that four different grades of thicknesses of syrup to be use in canning. They are as follows:

General Recipe — Place three quarts of sugar and two quarts of water in a kettle, stir until sugar is dissolved and bring to the boiling point.

For Thin Syrup—Boil one minute. This syrup is used for sweet cherries, pears or other fruits where very little sugar is needed.

Medium Thin Syrup—Boil five minutes. This is used for raspberries, strawberries blueberries, etc.

Medium Thick Syrup—Boil ten minutes. This is used for acid fruits, like gooseberries, plums, currants, etc.

Thick Syrup — Boil water and sugar until it will drop from the side of the spoon in drops. This should be used only for preserves.

The strawberry is a fruit which also lends itself well to delicious and attractive salads. Probably no fruit salad is more delectable than one composed of sliced bananas, sections of pineapple and whole strawberries. This should be served very cold, on lettuce leaves, with a real oil of mayonnaise into which is beaten just before serving stiffly whipped cream. For a Spring luncheon or reception it is most appropriate.

Sometimes in our large cities, at least, we feel that the genuine old-fashioned strawberry shortcake is no more. Certainly when one looks at a bakery window and sees on a glass stand the dried-out sponge cake with the unhappy berries which have long ago shivelled because of their woe in being thus offered to an indifferent public, one sighs for the shortcake that used to be.

No shortcake is worthy of the name unless it is made with a biscuit dough served hot and forthwith from the oven and covered with the crushed ripe berries. For those who still believe in the worth of taste and flavor the following recipe is given:

To each pint of flour allow one tablespoon of butter or other shortening, one dessert spoon of sugar, one heaping teaspoon of baking powder and a half teaspoon of salt. Roll thin, spread with butter fold back once and bake in a quick oven. To open break the cake apart; never cut or use a knife, as this makes it soggy.

Cover at once with the crushed sweetened berries, making two layers if desired, and placing ripe, cold berries on top. This needs no artificial whipped cream, for the berries and cake alone are sufficiently delicious. No amount of whipped cream can make up for real fruit flavor and delicacy on the shortbread itself.

Use shortcake and other cooked forms of strawberries occasionally. But preferably use the fresh berries as a breakfast dish, and also as a lunch and supper dish, eaten "out of hand" as frequently as your purse allows during the berry season. They will tone up your liver, help you get rid of that Spring "tired feeling," and act as the least expensive tonic you can buy.

"The ideal mouth should have a graceful, firm outline and the teeth should be in the very best of condition."

Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO

The Perfect Mouth

By Lina Cavalieri,

The Most Famous Living Beauty

AN ideally perfect mouth is one that is neither too large nor too small. It should have a graceful, firm outline and the teeth should be in the very best of condition. The fresh color of the lips and the purity of the breath are also important because they are mute witnesses of the state of your general health.

Never bite the lips in the hope of enhancing their color, because this merely roughens them and makes them chap more easily. Another bad habit that I afraid some of you have, is the constant wetting of the lips with the tongue. Even if this silly little custom were not tabooed by an unwritten social law, it is enough to know that the excessive moisture will prove injurious to the texture of the lips.

Pale anaemic women with poor circulation are the ones most likelly to be afflicted with rough-looking, cracked and chapped lips. The simplest lotion that can be used to remedy this condition is made up of equal parts of glycerine and rosewater. If something more effected is needed, then try this soothing pomade: Cocoa-butter, 12 grams; white wax, 2 grams; essence of bergamot, ¼ gram; essence of white geranium, ½ gram.

Should there be any structural defects of the mouth or the lower jaw, it is best to consult a surgeon because in many cases only a slight operation is needed to correct some malformation that would otherwise render a girl unhappy for life.

Much, however, depends upon the right expression. After the natural defects have been overcome, there may still be some unlovely tricks of distortion which it is necessary to abandon. Consult your mirror frequently and watch yourself to see if you have contracted any unbecoming facial mannerisms. Be your own sternest critic and study your various expressions with the same critical eye that you would turn upon the selection of a new hat.

Remember that there is a wide range of possibilities in a smile. Don't cultivate that meaningless, but purely superficial smile which some women wear in the mistaken impression that they are showing their innate affability. This is not a mark of an agreeable disposition, but a useless habit that induces those deep lines at the corners of the mouth. A real smile is an irresistible flashing forth of the soul and heart is, therefore, a revelation of an actual inward state.

No charm that a woman has can atone for a breath that has upon it the slightest suggestion of a taint of any kind. For this reason, if no other, you must look carefully to your diet. The purity of the breath is easily impaired from over-eating, from indigestion due to eating the wrong kind of food and from decayed teeth.

Camphorated chalk is cleansing for the teeth and tonic for the gums, but I do not advise using it too often. Once a day and that at night, is often enough to use tooth powder, because a too constant use of powders tends to wear away the surface enamel of the teeth. Powders are also objectionable in another respect. If strong they cause the lips to pucker and dry unbecomingly.

Instead of using powder so often, rinse the mouth frequently with strong salt water, especially after a meal, and brush the teeth with the brush dipped into salt water, or with water into which a pinch of bicarbonate of soda has been dissolved. When the teeth are in fairly good condition, this simple powder is sufficient: precipitated chalk, 5 ounces; powdered orris root, 3 ounces; camphor gum, 1 ounce.

If your gums and teeth are not in good condition, then I would advise that you try this which is an excellent tonic for the teeth and gums: Magnesia, 2 ounces; powdered orris root, 1 ounce; bicarbonate of soda, ½ ounce; ground cloves, 5 drams; green anise seed powder, 5 drams; powdered charcoal, 4 drams.

Sometimes you will notice that your lips have a blue, parched appearance even when the weather is not cold. Anoint them morning and night and before going out of doors, with this solution: Honey, 1 ounce; eau de cologne, ½ ounce.

Tested Biscuit Recipes

By Mary Lee Swann,

Principal, Scudder School of Household Arts.

Baking Powder Biscuits.

MIX and sift 2 cups flour with 4 teaspoons baking powder and 1 teaspoon salt. With 2 forks or tips of fingers work in 4 tablespoons fat. Then add ¾ cup milk or water and mix well. A little more or a little less liquid may be used, according to the texture of the flour. The dough should be soft, but not of the consistency of a batter. Turn out on a floured board and pat gently, tossing about to keep from sticking, if necessary. Do not knead the dough. Roll out as soon as it is firm enough not to stick. Shape and bake in a quick oven.

Pinwheel Biscuits.

PREPARE one recipe of plain baking powder biscuit dough. Roll out on floured board to ¼ inch thick. Brush over with melted butter and sprinkle with 1-3 cup seeded raisins mixed with 2 tablespoons citron, having fruit finely chopped, 2 or 3 tablespoons sugar and 1-3 teaspoon cinnamon. Roll like a jelly roll and with a sharp knife cut off pieces ¾ inch wide. Place on baking sheet and bake in a rather hot oven. These may be served plain or with a lemon sauce.

Fruit Rolls.

PREPARE baking powder biscuit dough as usual. Roll out on floured board about ¼ inch thick. Brush lightly with melted butter. Sprinkle with chopped fresh fruit which has been sufficiently sweetened or with chopped canned fruit. Then roll up gently, taking care not to break the dough. Pinch the ends together carefully and place in a greased baking pan. Brush with diluted egg yolk or with milk and bake about 35 minutes in a moderate oven. Serve with whipped or plain cream or any favorite sauce.

Fruit Shortcake.

PREPARE one recipe of baking powder biscuit dough as usual. Turn out on floured board. Divide in two equal parts and pat out to fit 2 shallow cake tins. Bake in a rather quick oven. Spread one layer with softened butter, then generously with sweetened fruit. Arrange other layer on top of this and completely cover with fruit. Serve with whipped cream or a suitable sauce. Berries are usually crushed and sweetened and allowed to stand in the sugar an hour or more before using.

Berry Sauce for Boiled Rice or Puddings.

WASH and cream ½ cup butter and add 1½ cups sifted powdered sugar gradually, beating constantly. Add ¼ cup thick berry syrup slowly, beating constantly. Turn out on a serving dish and chill in icebox.

Old-Fashioned Steamed Apple Pudding.

ROLL baking powder biscuit dough about ¼ inch thick. Place 4 apples, cut in eighths, in centre of sheet of dough and sprinkle with sugar mixed with a pinch of salt and a grating of nutmeg. Fold the edges of the dough up over the apples and press carefully together. Lift gently into a large buttered mold, cover closely and steam one hour and a half. Serve with apple pudding sauce.

Steamed Fruit Pudding.

ROLL baking powder biscuit dough out about ½ inch thick. Cut in uniform squares and in centre of each square place a tablespoon of chopped and sweetened fruit. Fold up the edges, pinch together, place in greased custard cups, cover with buttered paper and steam about 45 minutes. Serve with cream, plain or whipped, or any desired sauce. The fruit may be added to the dough and well mixed with it instead of being encased in the squares of dough.

Appetizing Menus for the Week

MONDAY.	TUESDAY.	WEDNESDAY.	THURSDAY.	FRIDAY.	SATURDAY.	SUNDAY.
Breakfast. Fruit, Creamed Dried Beef, Corn Muffins, Coffee.	*Breakfast.* Fruit, Codfish Balls, Small Potatoes, Radishes, Toast, Coffee.	*Breakfast.* Stewed Prunes, Cereal, Coffee.	*Breakfast.* Sliced Bananas, Cereal, Toasted Graham Muffins, Coffee.	*Breakfast.* Fruit, Cream Sauce Omelet, Baking Powder Biscuits, Coffee.	*Breakfast.* Apple Sauce, French Toast, Coffee.	*Breakfast.* Fresh Fruit, Poached Eggs on Toast, Coffee.
Luncheon. Steamed Rice, Strawberry Sauce, Tea.	*Luncheon.* Corned Beef Hash, Apple Sauce, Tea.	*Luncheon.* Green Pea Loaf Graham Muffins, Fruit Gelatine Nut Oatmeal Cookies.	*Luncheon.* Sliced Cold Lamb, Mint Jelly Salad, Tea.	*Luncheon.* Clam Chowder, Brown Bread, Coffee.	*Luncheon.* Codfish au Gratin, Tomato Jelly Salad, Hot Boston Brown Bread.	*Dinner.* Roast Veal, Baked Bananas, Spinach, Caramel Custard, Coffee.
Dinner. Corned Beef with Vegetables, Fruit Salad, Sweet Salad Dressing, Potato Puffs, Coffee.	*Dinner.* Cock-a-Leekie Soup, Roast Lamb, Cress Salad with Cheese Balls, Crisp Crackers, Coffee.	*Dinner.* Noodle Soup, Lamb Stew, Potato Dumplings, Buttered Beets, Marmalade Roly-Poly, Coffee.	*Dinner.* Veal Cutlets, Horseradish Sauce, Buttered Macaroni, Stewed Tomatoes, Radishes, Strawberry Cup, Coffee.	*Dinner.* Tomato Soup, Fresh Codfish, New Potatoes, Boiled Beet Tops, Cornstarch Blanc Mange.	*Dinner.* Cannelon of Beef, Buttered Macaroni, Boiled Onions, Upside Down Apple Pies with Hard Sauce, Coffee.	*Supper.* Sliced Roast Veal, Jellied Philadelphia Relish, Stewed Fruit, Tea.

Care must be taken to drain the fresh or canned fruits thoroughly, so that the dough will not be made too soft.

Baked Fruit Pudding.

PREPARE the same as steamed fruit pudding. Place in greased baking sheet, smooth side up, and bake about 35 or 40 minutes.

Apple Dumpling or Pudding Sauce.

WASH and cream 1-3 cup butter and add 1 cup sugar gradually. Add 3 slightly beaten egg yolks and beat thoroughly. Add 1-3 cup boiling water gradually, stirring constantly. Continue stirring and cook over hot water until sauce thickens. Cool slightly and add a little grated lemon peel and the juice of one lemon or one teaspoon of vanilla. This is a delicious sauce.

Spoon Bread.

ADD 2 teaspoons of salt to 4 cups of boiling water. Stir in ½ cup of fine hominy and cook about ½ hour. Add 2 tablespoons butter, 3 well-beaten eggs, 1 cup of milk and, lastly, 2 cups cornmeal sifted with 2 teaspoons baking powder and beat well. Bake in a greased baking dish about 45 minutes.

Lemon Sauce.

MIX ½ cup sugar with 1 tablespoon cornstarch and add 1 cup of boiling water gradually. Boil for 5 minutes, stirring constantly; remove from stove and add 1½ tablespoons lemon juice, 1 tablespoon butter and a grating of nutmeg. This sauce may be varied by using cinnamon or vanilla or a handful of raisins. If vanilla is used omit the lemon juice and add ½ teaspoon vanilla. A few chopped raisins may be added to the lemon sauce.

Apple Gems.

MIX and sift 1 cup cornmeal, 1½ cups flour, 1 teaspoonful salt, 2 tablespoonfuls sugar and 5 teaspoonfuls baking powder. Add 1 cup milk and beat vigorously. Add 4 finely chopped apples and 2 tablespoonfuls corn syrup or molasses. Bake in hot greased muffin pans about 20 minutes.

Peanut Flour and Cornmeal Biscuits.

MIX and sift 1 cup cornmeal, 1 cup peanut flour, 1 cup sifted flour, 2 tablespoonfuls salt and 6 teaspoonfuls baking powder. Work in 4 tablespoonfuls shortening with two forks and add liquid enough to make a soft dough. (It will require a little more than 1 cup of liquid.) Turn out on lightly floured board, pat and roll about ½ inch in thickness, cut and bake in a rather quick oven.

Hints That Busy Housewives Will Find Useful

A Good Spreader.

AN old stocking leg drawn over any old brush makes a good spreader and polisher for use.

Stopping Leaks.

WHILE waiting for the plumber a leak in a pipe may be stopped by applying a paste made of yellow soap and a drop or two of water.

Tempering China.

BEFORE using delicate china place it in a pan of cold water. Let it come gradually to a boil and allow the china to remain in the water till cold. This tempers the china and makes it less liable to break when subjected to sudden changes of temperature.

Covering Yolks.

NEVER leave the yolks of eggs standing uncovered. Drop them as soon as separated from the whites into enough cold water to cover them until used.

Potato Water on Plants.

WATER in which potatoes have been boiled with their skins on makes an excellent fertilizer for plants if diluted slightly and not used until quite cold.

Your Apple Salad.

IF the diced apple you are going to use in a salad is placed in salt water for ten or fifteen minutes it will not have that rusty look and will also have a better flavor.

Cleaning Corals and Shells.

PLACE a few at a time in a good suds of white soap and hot water. Bring to a boil, then rinse in clear tepid water and dry in the sun.

Resilvering a Mirror.

GIVE the back of the mirror two coats of silver aluminum paint such as is used on radiators. Then hang or paste a black cloth over the back.

Dainty Sachet Bags.

MIX thoroughly equal parts of cornstarch and sandal wood and fill into thin muslin or silk bags about three or four inches square. Violet, lavender or orris root may be used instead of the sandal wood.

Instead of Whole Eggs.

THE yolks alone are as good as the whole eggs for making meat dishes that need eggs for a binding medium.

Making Polish Last.

MELT a little mutton fat and add to it as much stove polish as the fat will take up. This will make the polish spread better and last longer.

Before You Sweep.

SCATTER damp coffee grounds before you sweep, especially in places where dust accumulates most. They will not hurt the finest rug unless too wet; they leave a pleasant odor and their use improves the appearance of varnished floors.

The Boy's Ribbed Hose.

USE the tops of daddy's black socks to piece out the boy's ribbed hose when knees wear out. Make a seam just below the knee, the ribbed top taking the place of what is cut off and the plain part coming under the trousers.

Packing a Coat.

IN packing a coat for travelling lay it down, right side out, the outside of the seams facing each other and the centre of the back of the coat. Then fold the sleeves once, back upon themselves, from the elbow upward. If the coat is long, fold the skirt from the waistline upward, over the folded sleeves. Then double the coat on itself along the centre, so that the front edges fall one over the other.

Beauty's Question Box

THE Spring sun has already brought out a crop of obstinate freckles. How can I get them off before it is too late?—B. T. K.

For those freckles apply the following lotion nightly with a small sponge or a bit of cotton:

Muriate of ammonia	¾ dram
Lavender water	1 dram
Distilled water	4 ounces

I AM trying to put on flesh, but my stomach simply rebels when I try to take more food than I am accustomed to. What shall I do?—C. V. C.

An intermediary step that you might take before coaxing your stomach to assimilate more flesh forming foods is to eat nuts and fruits for several weeks as freely as you can. When you do begin on the flesh-forming foods, which include starchy vegetables, plenty of butter and meats containing considerable fats, you must be careful to chew them very thoroughly before swallowing. In this way your stomach will not at first be taxed too heavily.

PLEASE recommend a good bleach for a badly tanned skin.—L. R. D.

The following is one of the best lotions I know of for whitening a sun-browned skin:

Orange flower water	2 ounces
Strained honey	1 ounce
Cold cream	2 ounces
White almonds (pounded to a paste)	1½ ounces

I AM only fifteen, but my bust is very large and I am wearing a brassiere that is quite tight. Do you approve of this?—R. D. F.

By all means wear a brassiere if your bust is in any way unduly conspicuous either in size or shape. But do not wear it too tight. This will only tend to increase the trouble. Besides, it gives you a great deal of unnecessary discomfort. Bathing this region daily for a few moments in water that is salted and very cold will aid in reducing it without in any way injuring the delicate glands.

MY weight is only a little over 100 pounds, although I am five feet six in height. How can I increase it?—I. K. J.

By obtaining ten to twelve hours of sleep out of the twenty-four, in a well-ventilated room, your weight will be rapidly increased. Water or liquids of any kind should always be drunk with meals to help make fat. Here is a list of things you should eat: Sugars, starches, butter, puddings, fat meats, rich soups, thick gravies, sweets and pastries. Take but slight exercise, but be out of doors as much as possible and keep the eliminative functions active.

SINCE my attack of influenza my hair is becoming quite gray, but I hesitate to dye it for fear the result would not be satisfactory. What would you advise?—ANXIOUS.

You are wise to hesitate, because dyeing the hair is a most pernicious practice and one that I cannot recommend. To restore your hair to its old-time color and glossiness you must take particular care to build up your general health, because the hair faithfully reflects your physical condition. Then you must shampoo your hair every two weeks with castile soap and warm water, and afterward apply a good quinine mixture to stimulate its growth. Also massage the scalp every night with a tiny bit of olive oil.

I AM a crippled girl and cannot leave my bed to go to a dentist, but I would like to keep my teeth clean and white. Please advise me.—INVALID.

You can keep your teeth beautifully clean and white if you will brush them thoroughly once a day with this powder:

Sugar of milk	200 grams
Powdered catechu	3 grams
Oil of peppermint	4 drops
Oil of anise	4 drops
Oil of orange flower	4 drops

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SHANGHAI, SUNDAY, JULY 13, 1919

America's Road Building Lagging Far Behind Her Motor Car Production

Goodrich Figures Show Country Is Penny Wise And Pound Foolish In Highway Program; Future Will Demand Better Roads

America has been "penny wise and pound foolish" in the development of her highway system. While she has amazed the world at her seething progress in the automobile industry she has not kept pace in the matter of good roads building.

This policy of placing thousands of new cars on the road each year and not correspondingly providing ways and means of travel is in sharp discord with the fundamentals of motor vehicle transportation. The automobile's popularity is traced directly to its speed—to its being a quick means of communication. In many sections of the country motor transportation could double its efficiency were it not for narrow highways and too few approaches.

Throughout large sections even passenger car service is not provided for. On the favorite run within a radius of 150 miles of populous centers there are times when cars are compelled to move in slow procession. Likewise double track, or two-way highways, are utilised, in the height of the season, to the point of congestion. Where motor trucks slip in, to say nothing of horse-drawn vehicles, bicycles and motor cycles, blockades are inevitable.

A comparison of road building and motor vehicle progress during the last nine years vividly presents the necessity of enormous highway expansion. In 1910 approximately 7 percent of this country's highways were improved, and today prominent authorities estimate the improved roads at 15 percent of the total mileage. While highway construction was doubling its scope we find, on the other hand, during the same number of years an almost startling increase in motor car building.

In 1910 the number of automobiles in the United States was 400,000; in 1918 the number had increased to 4,000,000; in 1920 it is estimated the number will exceed 7,000,000 by a comfortable margin. These contrasts show more than 17 times the number of cars today than there were in 1910, while there are only two times the amount of improved roads.

In building roads and figuring highway capacities this ratio of growth must be considered. Motor trucks are multiplying on highways; within five years the main traveled roads will be clogged with traffic. Highway building has made, and is making, great progress, but it is only in its infancy. The surface has been hardly scratched. When the seemingly enormous expenditures now provided for by the several states and the Federal Government have been exhausted, the work of road building, contrary to expectations, will be only fairly under way. New conditions will involve new and tremendous outlays.

Mere road construction will not meet the requirements of the times. The roads now in existence must be widened, and all new roads should be of at least twice the present standard width in order to meet the needs of the next few years. A few years ago a road wide enough to accommodate a car going one way, with occasional opportunities for turnouts, was deemed sufficient. Today such roads are wholly inadequate.

America's transportation system is being delayed in its progress and development by lack of improved roads and by narrow roads. Likewise maximum efficiency from passenger cars and motor trucks will not be forthcoming until the country's roads and lanes are improved and widened.—B. F. Goodrich Rubber Company.

Two Types Of Puncture-Proof Tires

Puncture-proof tires may be divided into two general classes says motor writer; first, those in which the inner tube is protected; second, those in which the inner tube is dispensed with.

A well-known type of the first class consists of a novel design of casing, in which steel disks are imbedded into the casing between the tread and inner fabric, to deflect the passage of any sharp object encountered on the road. Casings of this type carry a strong guarantee and sell at about thirty percent more than those of conventional pattern. Personal experience with two of these puncture-proof tires on the rear wheels of a "light six" two years ago brought to light most of their advantages and disadvantages. They were largely puncture-proof, as claimed, but they were not trouble-proof. Inside of 2,000 miles the treads wore down to a flat, broad top, despite adequate inflation. At about 3,000 miles a sharp stone chipped the tread of one casing, loosening one of the disks. The tread had to be vulcanised to prevent exposure of the adjoining disks. The manufacturer's agent rendered free service on this repair. As the treads wore nearer the disks, the casings lost much of their resiliency and afforded poor traction. A decrease of one or two miles per gallon of gas was noted, and the rear wheels seemed hampered as by a slight brake drag. But portions of bent nails and broken glass in the treads showed that the inner tubes were being protected, so I put up with the mingled advantages and faults of these casings until they showed a total of 7,100 miles (1,100 miles beyond the guarantee). Investigation of the inner tubes revealed that, while they were free from patches, they contained so many small cracks and wrinkles probably caused by the comparatively heavy and unyielding casing fabric, that they were not fit for further service.

My experience with other forms of puncture-proof tires has been more limited. In using a filler in place of an inner tube for about 1,200 miles, I found that this device lacked uniform resistance, as it soon wore out-of-round, with resultant rapid and irregular tread wear and blisters on the casing. Also, from the start, it lacked the resilience of the conventionally composed tire. The filler proved so undesirable, despite its puncture-proof feature, that I soon discarded it at a temoprary loss. Another notable objection to devices of this kind lies in the fact that, when the inner tube is dispensed with, by whatever substitute, the tire is no longer "pneumatic," and the guarantee on the entire car becomes void.

Casings formed with steel disks or studs on the external tread have a number of advocates. This type has received wide recognition abroad for nearly two decades. It is practically puncture-proof and skid-proof, but it produces a continual hum and shows decreased resiliency. Worn and damaged sections of the tread can not be conveniently vulcanised, and removal of oil and dirt is difficult.

A variation of this type in which the steel-studded portion is in the form of a removable leather casing cover possesses the same general defects, plus a tendency to "creep around" the casing, producing extra friction between the casing and cover and a lateral insecurity, which is dangerous on rough roads and in turning corners.

Interliners fitted between the casing and tube afford some protection, but increase internal friction, are liable to pinch the tube, and render changes more difficult.

Several attempts have been made to protect the tube by surrounding it with rubber disks and metal and wooden side plates of various types, which devices, besides their high first cost, increase the unsprung peripheral weight to such an extent as to offset their other economies.

Spring wheels have been so complicated, noisy, expensive, and cumbersome that the public is generally prejudiced against this solution of the puncture problem.

Personal experience of individual motorists bears little significance, however, typical it may be, compared to the sum total of experience garnered by manufacturers of cars and tires. Whenever a puncture-proof tire or wheel is evolved which is conclusively better than the common tire, progressive manufacturers will turn to it as quickly as they adopted demountable rims, cord casings, and other developments of absolute superiority.

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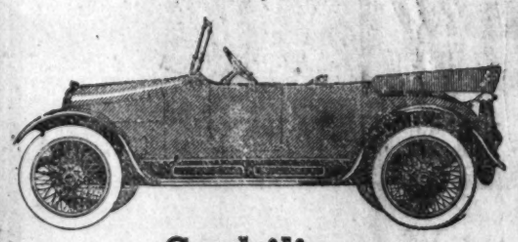

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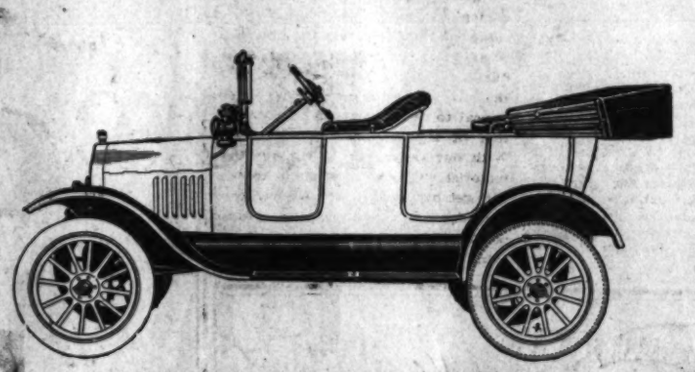

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Ford THE UNIVERSAL CAR

Important To Watch The Lubricating System

Practical Advice On The Subject For The Motorist Who Tends To His Own Car

By H. Clifford Brokaw

Ignition applied at the right time to a compressed combustible mixture within the cylinder of a gas engine will start it going, but to keep it going several other things are required. One of these is lubrication.

The lubrication of the automobile engine is very simple and there is no excuse for an owner being in ignorance of its principles. On the average type a space is provided in the bottom of the crank case which carries about a gallon of oil, and there is a convenient filler opening through which to pour the oil. There is a pump geared to the engine which operates whenever the engine is run, which pumps the oil from the bottom of the case, or sump, into a small pan or trough underneath each connecting rod. Usually in this process the oil passes through a device located where it may be seen easily by the driver so that he may know whether the oil is being circulated.

The troughs beneath the connecting rods are arranged so that the oil overflows when it has reached a certain level; this method of pumping more oil than is needed insures a plentiful supply. The lower end of the connecting rod is furnished with a small scoop or other device for picking up the right amount of oil and splashing it around inside the engine. This action also creates a fog of oil, which deposits a film of the lubricant upon parts which would not be reached by the direct splash.

The crank case should be washed out thoroughly with kerosene and new oil put in. This renewal is necessary because part of the gasoline taken into the combustion chamber is forced past the piston ring on the compression stroke in the form of vapor. When this reaches the crank case it is recondensed into gasoline and mixes with the oil, thinning it finally to a point where it has very little lubricating value; if allowed to continue for any length of time the engine would be running with gasoline as its lubricant. Also there is some wear of the parts, which means the grinding off of fine particles of the metal to mix with the oil and be fed back into the bearings and make them wear more rapidly. Hard carbon forms on the inside of the piston head and drops into the oil, the effect of which is obvious.

To clean the lubricating system remove the plug from the bottom of the crank case and drain out all the oil. Clean the screen at the pump and replace it and also the plug, and then pour in about two quarts of kerosene through the filler opening. Turn the engine over with the self-starter or under its own power for not more than thirty seconds, and this will wash all parts. Drain out the kerosene and with the plug open run through another quart of kerosene, followed by a pint of lubricating oil to force out the last of the kerosene. Then replace the plug and refill with new oil to the proper level.

It is not advisable to use the old oil again, even though it is carefully screened, as its lubricating qualities have been destroyed to a certain extent. Some persons recommend filtering the old oil and using it in mixture with new oil, but I do not recommend it. Oil is expensive, but it also is expensive to replace bearings, and the best oil is none too good.

Parts not taken care of by the lubricating system are the fan, which requires a few drops of oil every 100 miles, or turning down the grease cup where one is provided. In some cases the timing gears are in a separate chamber and require separate lubrication. Heavy oil is preferable in this case. It should be inspected every 500 miles and oil replenished as needed. Very often the water pump shaft will be provided with a grease cup, which should be filled with a heavy grease and be turned down every 100 miles. The ignition timer needs a few drops of oil every 500 miles, and the electric generator and starting motor require the same attention.

Where overhead valves are used it is necessary to supply a few drops of oil or turn down the grease cups on the rocker arms every 100 miles, unless automatic lubrication is provided. The ignition, advance linkage and throttle linkage each require a few drops of oil in their bearings every 500 miles.

FAVOR AMERICAN CARS IN BRILISH COLONIES

Critic Points Out Problems Confronting English Makers Building Low-Priced Car For Export

A frank comment on the different manufacturing problems or methods confronting and utilised by the British and American motor car makers, which may be interesting to those engaged in developing the export field for American cars, appears in a recent issue of The Field of London, apropos of a letter which it publishes from a South African motorist. The letter is:

"Very large numbers of American cars are being sold, and will, I think, continue to be sold, in this country. We do not think that the British manufacturer has yet realised what he is up against. Americans have studied this market carefully; they have been sending out representatives for many years to find out exactly what is required, and are building their cars accordingly. It is not only a question of price. As far as one can understand, no manufacturer in Great Britain has yet realised that the car for this country is a 'high-power, light-weight car,' selling at a reasonable figure. Colonials do not want a car to last indefinitely. They are quite prepared to use it for a couple of years at the most, and then sell it for what they can get, and buy some thing that is newer and more up to date.

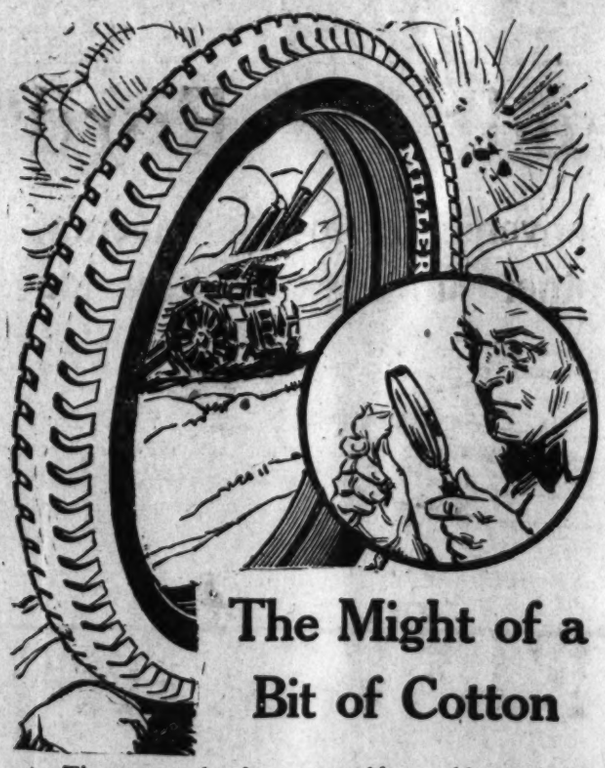
American cars sold in this country

"We quite believe that of the during the past six or seven years three parts of them are now on the scrap heap, while British cars sold during the same period are still on the road; this, however, does not appeal to the average colonial, whether of British birth or otherwise. With our rough and hilly roads the motorist wants a car that he knows will get him 'there,' and which does not require the changing of gears perhaps fifty times in a space of as many miles. I have seen a good deal of correspondence which has taken place between agents here and the British manufacturer, but have seen nothing in the latter people's letters to show that they really realise what is wanted in this country."

In defense of the British policy, the motor editor of The Field says that the South African motorist does not realise the dilemma of the British manufacturer. He cites two reasons for the different policies in the two countries. One that the British motorist desired a more substantial and comfortable vehicle, and second, that to enter into direct competition with the American car by producing a large-bodied, moderate-powered, light-weight design would be to submit to the handicap of higher productive costs.

"It so happens," he explains, "that for the needs of many colonial motorists the American car is more suitable, as this correspondent points out, but it is not true that special models for South Africa are manufactured anywhere. The British manufacturer, in the past at least, had either to sell his standard chassis in the colonies or bring out a special design more on American lines. He elected to sell his standard product, for the ample reason that it would not pay him to produce a special light chassis for the colonial market because, being demanded in smaller quantities than even his standard model, it would carry a somewhat exaggerated price—in comparison with the American—and the small tariff preference given the British car would not serve to bring prices level.

"The problems of the South African and other markets are well known to the British industry, but unfortunately it is not in a position to do profitably what the colonial motorist desires, and, like many of us at home, the latter has just to put it to himself whether he is justified in running an American car in preference to a British one on the data given in the letter we quote. He decides that according to his lights, and if he elects to use an American well and good, but he ought not to saddle the responsibility for his choice on the British manufacturer."



The Might of a Bit of Cotton

Tires are made of two vegetables—rubber and cotton. It is the cotton that must stand the brunt of the fight. The rubber takes the wear of the road and protects the cotton fabric from moisture and abrasion.

This wisp of cotton twisted into a thread, and aided by hundreds of others just like it, is called upon to withstand the blows and shocks of a speeding car, which scientists tell us are more than equal to the impact of a twelve pound shell.

And nature has made cotton able to do its job well.

As long as it retains its natural wax and oil, these cotton threads are wonderfully strong and will retain their strength indefinitely. But take out this wax and oil and they become weak and lifeless and ready to quit at the first blow.

Miller Tires
GEARED-TO-THE-ROAD

—are cured or vulcanized by a process which retains all of this wax and oil.

This process explains why Miller Tires wear so well—why Miller production has increased from nothing to over three thousand tires per day within five years' time.

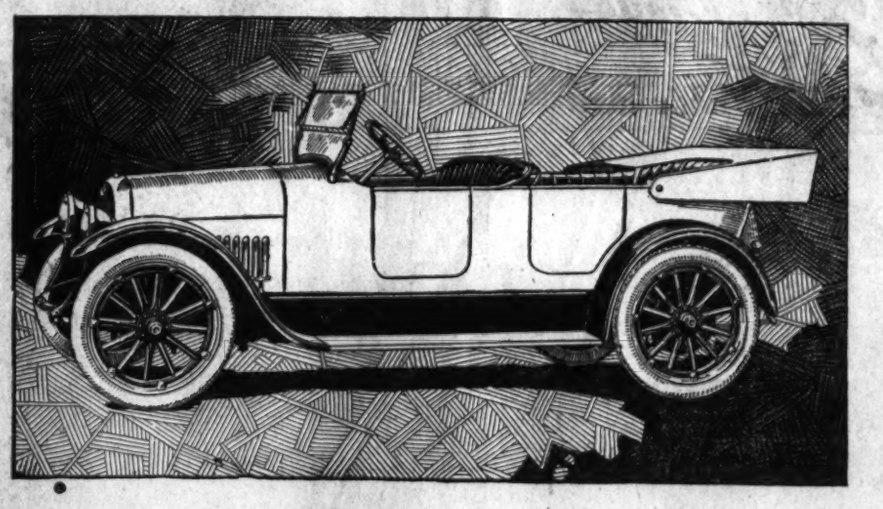
SOLE AGENTS
Dodge & Seymour (China), Ltd.
THE MILLER RUBBER COMPANY, Akron, Ohio

IT PAYS TO BUY THE BEST!

The

New Model Light-Four

Studebaker



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In every detail the New Studebaker embodies the best in design and mechanical construction that Studebaker can put into a motor car. A motor car is only as good as its makers intend it should be, and Studebaker has been building vehicles since 1852.

It is qualified in every way to give the utmost in honest, faithful service and long-lived satisfaction to the owner.

And its upkeep-cost is so low that it will surprise you.

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Batteries Thrive With Regular Care

By William H. Stewart, Jr.,

It is all too true that the average driver never gives his battery a thought until it balks. He looks after gasoline, water, oil, gears, brakes and steering, because the need of such attention is impressed upon him every trip. But if ever a thought of the battery crosses his mind he seems to believe that the charging plant will take care of the battery, and if it doesn't he will find it out soon or later. And all the time the ammeter needle is making frantic signals to attract his attention. Nevertheless, he drives blissfully on until the battery is discharged and possibly ruined.

For the benefit of the inexperienced motorist I have noted a few things necessary to get best results from this essential part of the electric system. These should be posted where they can be seen several times a day, so that the driver may soon learn to repeat them forward and backward and do everything called for when necessary.

Watch ammeter, to see if battery is charging or discharging properly.

Test with hydrometer or voltmeter at least once a week.

Add enough distilled water once a week to keep electrolyte over the plates.

Never let switch stay on while engine is not running.

Prevent short circuits by watching for weak places in the insulation and taping them as soon as discovered and never lay a tool or other piece of metal across terminals of battery.

Keep the terminals tight and free from corrosion (sulphate).

If a greenish substance forms around a terminal clean and dry the parts thoroughly, replace securely and cover with cup grease to prevent the acid climbing up the post and repeating the trouble.

If acid is needed, never add it yourself, but consult the battery man at the service station. If added by an unskilled person it may do more harm than good.

Prevent freezing by seeing that battery is always up to full charge. When discharged a battery will freeze around 20 degrees Fahrenheit. When fully charged it cannot freeze.

Do not use starter or lights too much unless you run the car a great deal during the daytime so as to replace the current used.

If battery is losing strength, in spite of your care, have the charging plant looked over at the service station, as there must be something out of order.

And again let me say—watch the ammeter, for the greatest of these is the ammeter. It is the pulse of the whole system, an indicator which tells you at a glance when affairs are going right or when they are going wrong.

The foregoing instruction, with one or two exceptions, should be clear without further explanation. But many people do not know how to use the voltmeter or hydrometer. The test with the latter is to draw up some of the electrolyte into the syringe and to note the reading. 1.150 to 1.175 indicates discharge, while 1.275 to 1.300 shows a charged condition. To use the voltmeter turn on the lights while making the test. Seven volts for a three-cell battery shows full charge.

Most cars use the battery for three duties, ignition, starting and lighting. If the battery fails all three systems go out of commission at once. Thus it will be seen how important it is to give intelligent care to that part of the electric system.

First Aid To The 'Cop'

It was W. S. Gilbert in the Pirates of Penzance, who assured us that "a policeman's lot is not a happy one," elaborating the theme to describe the various hardships, physical and moral of constabulary duty. We may be pardoned for wondering if he would not change his song somewhat, if he were permitted to study the conditions of the New York "cops" of today.

The hardships of a policeman's life are periodic, rather than continual. During parades and other largely attended public gatherings, the policeman must work long hours overtime, with meals at infrequent and uncertain hours. During severe winter weather, the lot of the man on fixed post is far from a happy one. To meet these unusual conditions Deputy Police Commissioner John A. Harriss recently presented to the New York police department a lunch wagon mounted on a motor truck chassis. During the recent epidemic of parades, this lunch wagon has been steadily on the job, supplying the men with sandwiches, fruit, pies, coffee and other easily consumed refreshment. During the winter the wagon will be on duty all the time, bringing comfort to the patrolmen who are subject to unusual exposure in the line of duty. So, taking it all in all, if the New York policeman's lot is not a happy one, at least it has been considerably ameliorated.

What Science Gained In War Through Automotive Work

(*By C. F. Kettering, past president of the Society of Automotive Engineers, in Motor.*)

Action and reaction are equal and opposite. There can be no disturbance of the social and industrial life of a country, such as we have passed through without there being a contingent set of problems of reconstruction as perplexing as those of the war itself.

In addition to the problems of reconstruction we are able to find some very interesting things which the war has given us and which we would not have possessed probably for many years to come had we not gone through the tremendous strain and pressure of our war experience.

The industrial and scientific knowledge of every department of human activity was greatly accelerated during the war. The most treasured industrial secrets have been freely given and the exchange of ideas has given a stimulus to industry and to research work which it would not have been possible to procure in the same length of time had we had a less urgent demand than that which has existed during the last eighteen months.

The greatest piece of engineering work that science has given to mankind is the gas engine. It has made the automobile industry; it has taken the place of the army mule in transportation; it has made possible the tank, which is a creation and an invention of this war; its improvement has made possible the great development of the airplane; it has been used in the submarine chaser and in many other ways.

At the outbreak of the war, our submarines were small, but when the war ended, we were using five thousand horse-power internal combustion engines in them. Today the gas engine is a strong competitor with the team engine for our merchant marine.

The application of our present highly developed gas engines will change our foreign trade conditions and our transocean travel to a great degree.

During the latter days of the war the horse-power represented by a month's production of Liberty engines more than equalled the total horse-power developed by Niagara Falls.

Another of America's contributions, which is of tremendous peacetime value, is the wireless telephone. This had wonderful military value, but its commercial value in peace times will be even greater.

Every American-built airplane shipped to the battlefields of France was equipped with a wireless telephone, and the squadron commander could direct the entire squadron by means of the wireless telephone as easily as though he were commanding them in infantry formation.

While out of this war have come problems that will not confront us for today only, but for a decade to come, yet with it all we have some very valuable contributions to a modern life, the beginning of which has been hastened by the terrible struggle just ended.

The use of the gasoline engine, together with the wireless telephone, will make possible the development and application of airplanes for commercial use, and the result of their introduction into our commercial and economic affairs is a thing which staggers the imagination of even the most far-sighted, at the present time.

The above are examples of only two of the things which have been directly accelerated by the war. The Post Office Department is contemplating the use of large numbers of the army motor trucks for carrying parcel post packages, within limited distances. This is merely an incidental action for which the war was responsible, but the saving in time and labor which it represents, is very great. Other things of this sort that will, no doubt, come within the near future, can be traced directly to the war.

We have spent enormous sums of money during the war and it is very easy for us to forget the things of lasting value, and think only of the destructive elements produced. Two of the most essential things for the development of any country are the efficient means of transmitting intelligence and an adequate system of transportation.

The wireless telephone, as it has been developed under the pressure of the war, has given us the former, and our highly developed system of railways in this country, together with the approaching use of the airplane, will give us the latter. America has paid a great price in money, and also in the lives of the best manhood of her sons, yet out of all the suffering and turmoil of the present, the foundations for a bigger and better day for our country have been laid.

Whatever else we may be asked to contribute of our earnings to the present government loan, we should gladly do, knowing that it is not being given in vain, but is being invested in a way that will bring bountiful returns, and not to us only, but to posterity as well.

In every line of industry, no matter how small or extensive, there has been a reorganisation of methods, a better understanding of operations, and a thorough analysis of materials used. It is hard to conceive of conditions so bad that out of this period of intensive study and work we should not have, from an economic standpoint, in our industrials, in the next twenty-five years, more than the war has cost so far as money is concerned.

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ON ACTIVE SERVICE, 1914—1919.

THE FOREMOST BRITISH MOTOR CYCLE.

This is not a mere Makers' statement, but an incontrovertible fact confirmed by the act of the BRITISH GOVERNMENT, who absolutely insisted upon having our ENTIRE OUTPUT for their EXCLUSIVE use during the War.

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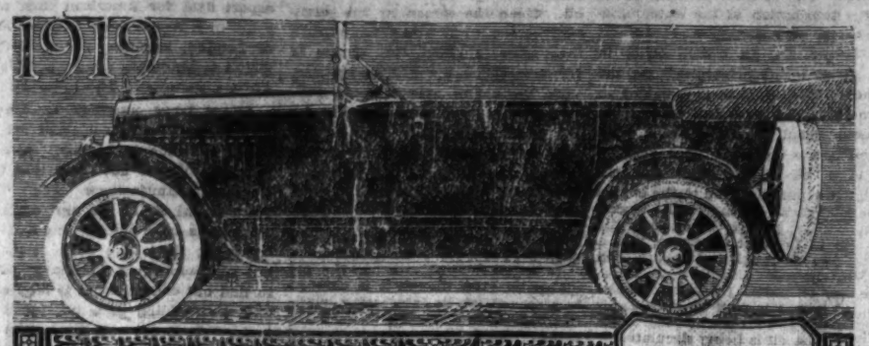

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1894

KING owners know their car represents the skilled product of many years experience in manufacture for world-wide trade. Reliable operation in 55 countries, under every climate and road condition, has long ago proved the all around usefulness of this powerful eight cylinder car.

Possessing body lines of distinctive stylishness, luxurious upholstering, and beautiful finish, the KING affords just pride to owners in many lands.

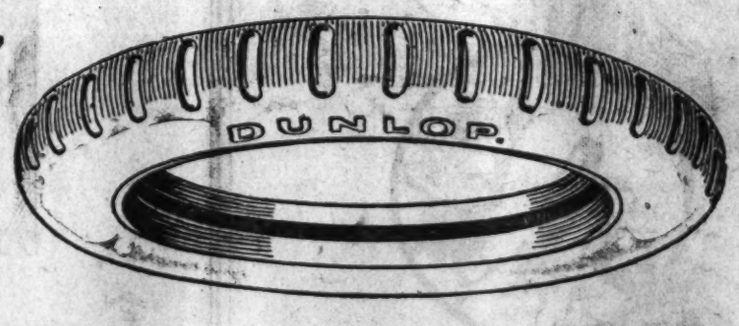
Durable construction by an old established manufacturer; great economy of upkeep and abundant hill-climbing power, are other features of KING excellence.

Four Handsome Body Models:
7-passenger Touring Car
7-passenger [closed car] Sedan
4-passenger Foursome [sporting model]
2-passenger Road-King [speed model]

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY *Export Department* 1470 Broadway, New York, U.S.A.

KING



The Great Fact

that matters about Dunlop Tyres is that they represent the highest average of tyre quality yet attained. It's not the achievement of a single tyre, but the average behaviour of the whole output that exercises a lasting influence on reputation. The aim of the company has always been to produce the best average tyre on the market, and their success in doing so is beyond dispute.

All Sizes of Straight Side Covers in Stock.

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RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry.

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PACKARD CO. DEVELOPING ITS AVIATION PROGRAM

Aequires Large Field Near Detroit Plant For Use In Experimental Work

A tract of land on the outskirts of Detroit has been acquired by the Packard Motor Car Company for use as a private experimental flying field in the development of its aviation program. It is near Mount Clemens and large enough to permit of the landing of any kind of airplane. Improvements will begin at once to make it a model experimental field. Lieut.-Col. J. G. Vincent, vice president of engineering of the company, and one of the designers of the Liberty motor, in discussing the future possibilities of aviation, said:

"I am deeply interested in the installation of flying fields everywhere in America, and particularly in the neighborhood of our larger cities, between which we may expect the most travel because the whole development of peace-time aviation is limited strictly by the landing field facilities. Private companies and individuals are seeing this with increasing clearness, and communities that want their share in the development of this new form of transportation should be energetic in action.

"At Dayton, Ohio, Colonel E. A. Deeds and C. F. Kettering, a prominent electrical engineer, have a private field. Mr. Kettering is doing special work on wireless for communication between pilots and their fields regardless of weather conditions. A fine field has been established at Ohio State University in Columbus."

Chalmers Car Gives Good Mileage Record

Twenty-Three Miles To Gallon Is Mark Returned In Test

More than twenty-three miles to the gallon is the gasoline record made by a Chalmers car in Ohio, according to information received by the Chalmers manager in New York.

"This is perhaps a little better than the average Chalmers consumption," he remarked, "and it is all the more sensational when it is known the record run was made with three passengers and over dirt roads near Bellevue, Ohio, where great quantities of sand make auto touring very hard at places.

"The Hot-Spot has much to do with this record of economy. We have owners right in this section who are getting maximum mileage in their Chalmer. It is not a question of going farther on a gallon of gasolene, but of extracting more power and allowing less wastage on every gallon that passes through the manifold."

Peerless Car Clips 'Rim Of World' Record

Traversing eight miles of rock dotted, unpaved mountain road, that presented grades running from five to eighteen percent and encountering heavy banks of fog for half the distance a Peerless Two-Power Range Eight scored a decisive victory in the class for six and eight cylinder cars in the annual "Rim-of-the-World" hill climbing contest at St. Bernardino, Cal.

The winning car lowered the record for the course which has stood for two years, by a fraction under eight seconds, establishing a new mark of 18 minutes and 4-5 seconds.

The Peerless Eight was driven to victory by the veteran Charles Basle, who, it will be remembered, was winning automobile races on the old Brighton Beach track when Capt. Eddie Rickenbacker and Ralph DePalma were just beginning to gain fame as bicycle riders.

The "Rim-of-the-World" course along the side hills of Waterman Canyon is regarded as the most exacting in the United States both upon man and machine. The road is narrow and has almost an endless number of curves, including twelve complete "switchbacks."

1400 Goodrich Workers Buy Victory Notes

Over 1,400 new employes of the B. F. Goodrich Rubber company—but a part of those who have enrolled with the company since the first of the year—purchased $100,000 worth of bonds before the start of the Victory Liberty Loan drive.

All new employes were given an opportunity to buy bonds when they became members of the organization and their generous response gave Goodrich a good start toward reaching their quota of nearly $2,000,000. Some subscribed for as many as five $100 bonds while a large percentage purchased $200, $300 and $400 bonds. Many of the subscribers were among the 1,000 or more returned soldiers and sailors.

New Types Hold Sweaters In Vogue For The Summer

(Continued from Page 3)

perhaps that this pleasing summer wrap was not for them. The new little surplice affair is knitted in a very long strip, has added sleeves and sash ends going around from the cross pieces in the front, cross in the back, and are brought again to the front to be tied. Sometimes these smart little wraps are made of fine silk jersey in some pretty pale color such as light blue or pink. They, too, are often ornamented with collars of white Angora, which softens them wonderfully and makes them becoming to almost every wearer.

The newest material which has been employed for this summer's sweaters is the nitted matelasse which appears to have a brocaded figure or a flower through the knitted stripes. Made of this handsome fabric, the sweater follows the Tuxedo lines and is finished with a handsome sash about the waist. The matelasse is very soft and supple and clings with becoming grace to the figure, so that many are wearing them with string belts of patent leather.

The most vivid colors seem to be preferred in every type of sweater—Italian green, Pollu blue, British scarlet—every gay and startling hue one can imagine.

The Russian blouse is developed in a very new and novel sweater. It follows the lines of this peasant garment and is knitted of any colored silk one may desire. A very smart model I have much admired is made of camel brown heavy silk thread, with a square neck finished at one side with small pearl buttons. Long sleeves are knitted in and in place of a knitted belt or sash there is a girdle of heavy silk cords twisted and intertwined.

In all of this talk about sweaters we must not forget to mention those equipped with a throw scarf to form the collar and which can be worn on one side or let hang gracefully at one side.

The silk sweaters which seem to go so well with soft summer dresses are of course preferred for the dressier models, but they are by no means shutting out the bright and gay wool ones—either knitted or of jersey cloth and tricolet. In the shops these are called fibre sweaters and they are to be found in all of the models I have been describing.

Gone almost entirely are the little fishtail sweaters we made so quickly last summer. Now and then one finds the model developed in some new way, as for instance with background of navy blue through which is knitted a thread of bright blue in diamond shape and giving a shadow effect unusual and pleasing—only the most expert of knitters know how these things are done.

The Vestee Gets In

Of course the vestee, which has invaded every garment and made itself a part of every coat and almost every dress, has found a way to become part of the sweater too, and appears in the Tuxedo models in many novel and pleasing ways. For instance, a turquoise blue silken coat model folds back with revers at both sides to reveal a vest of oyster white knitted into place and removable just as is the vest of one's new box coat.

Some of the most luxurious summer wraps imaginable have been evolved from the simple summer sweater. Imagine paying $125 for a sweater, and yet that is what some of these new and lovely things cost. One, for instance, is knitted of a heavy silk called fishnet and just the color of the brown nets which fishermen cast into the sea. Along the bottom edge there is a heavy hem of a wool which resembles mouffion fur and is a deep tobacco brown. The sweater is very long and like a coat which fits the figure well. The same brown wool which forms the hem also makes the collar and the cuffs and the patch pockets.

Still another expensive and gorgeous garment is a sweater of gray wool with gray Angora throw scarf and hem and cuffs. Through the Angora is embroidered conventional designs in good harmonious colors and done in heavy silken thread. Indeed, the new summer sweater is apt to find itself trimmed with velvet buttons and ornamented with crocheted wool lace—for it is by no means so simple and unpretentious as last year.

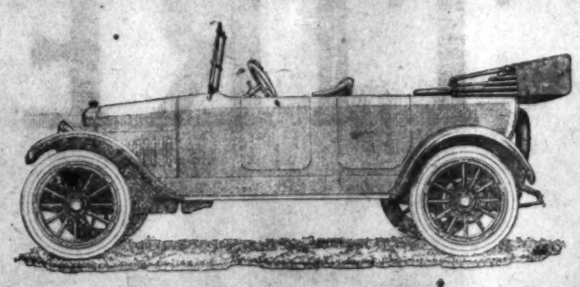
MAXWELL CARS

SUCCESS in man power or motive power is largely dependent upon endurance.

The Maxwell Motor Car has stood the supreme endurance test. It has run 44 consecutive days and nights without a single stop of the motor, covering 22,022 miles. This official record was made by the Maxwell under the observation of the American Automobile Association.

If prospective motor car buyers could read the testimonials from Maxwell drivers, they would marvel how so sturdy and dependable a car could be made at so low a price.

And endurance in a Maxwell Car has not been attained by sacrificing speed, comfort or economy to the owner.



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More miles per gallon
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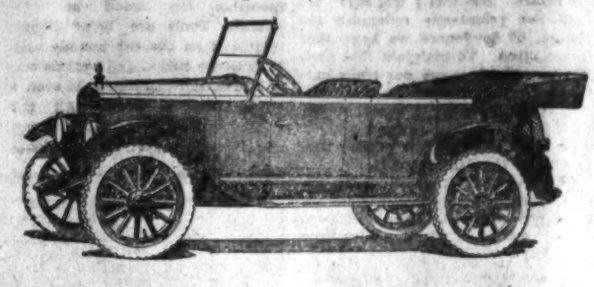

This car will sell big

because . . . .

It fully meets a demand that, until the advent of this car, was unsatisfied. It is a mechanically fine and exceptionally good-looking car; absolutely new in design and unparalled in accomplishment. It is the

ESSEX CAR

manufactured in the same factory as the famous Hudson Car

An engineering result—
leisurely evolved during the war

Good American Automotive Engineers have always *wanted* to build such a car—during the war our engineers seized the opportunity. Thought-fully painstakingly, carefully and slowly the design of this new car was worked out.

What this car will do—

From a standing start it attains a 40 mile speed in 20 seconds, 58 mile pace in 52 seconds, leaving nothing to be desired so far as acceleration is concerned.

Its maximum efficiency is maintained at all speeds from 12 to 38 miles per hour. Thus, at all normal driving speeds, it develops full power and does it economically.

ESSEX MOTOR CARS DETROIT USA

With two passengers, this car went over the Uniontown Hill, Pa., at 31 miles per hour (on high). Did you ever know any other car make such a record?

It handles easily—has short turning radius—unusual leg room and passenger comfort—

And it Sells at a Popular Price

Demonstrations may now be arranged with and particulars obtained from

THE SOLE AGENTS

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Reo Claims To Be Largest Of Motor Truck Producers

Figures Are Quoted In Support Of Claim By General Manager Of Company; Rapid Progress

According to a statement just made public by R. H. Scott, vice-president and general manager, the Reo Motor Car Company is now the largest truck producer in the world. Mr. Scott's statement, which is based upon the official figures for the first quarter of 1919, comes as a surprise to those who have not watched the progress which the Reo company has been making in the manufacture of trucks. Mr. Scott states that the Reo Motor Car Company is planning an increased production both of passenger cars and trucks or the next fiscal year. The text of the statement follows:

"Based on the official figures for the three months ending March 31, 1919, at the present time the Reo Motor Car Company is producing more trucks for commercial uses than any other truck manufacturer in the United States—with the possible exception of Ford, whose figures are not available. I make this statement with full knowledge of the statements in the advertising of other manufacturers that they are the largest truck producers. Official figures furnish the indisputable answer.

"This achievement represents to us the vindication of a principle. When we first presented a truck whose outstanding attributes were pneumatic tires, speed and complete electrical equipment the judgment of Mr. Thomas, our chief engineer, was questioned by buyers and competitors alike. Within the last year the correctness of our principle has been eloquently acclaimed by countless imitations, and today the principle has been even more eloquently acclaimed by the ultimate judge—the truck user himself—as the production figures for the first quarter of the year clearly prove. We manufacture but a single model, but with that one model we are building more trucks than any other manufacturer, whether he have one or a dozen models.

"I would not attempt to forecast the future. But this I will say: We shall not voluntarily relinquish the position of dominance we have thus far acquired. To maintain that position we must increase our truck output to keep pace with the constantly increasing demand, and even now our production is running more than 50 percent stronger than the record figures for the first quarter.

"With all that, it must not be supposed that we intend to abandon the passenger car field. War conditions and our feeling of what was due from us to our country in war time curtailed our passenger car production for the past twelve months. That curtailment was temporary. We purpose to build more passenger automobiles in the twelve months beginning August 1, 1919, than in any similar period in the history of this company."

How To Care For The Inner Tube

Motorists should be cautioned against using too much talc wehn inserting inner tubes in casings, says the B. F. Goodrch Rubber Co. There are several powders for keeping the tube from sticking to the casing, among these being soapstone, graphite and talc, but the use of too much of any of these proves disastrous and a collection of substances in one place eats into the rubber. If, on the other hand, no powder be used, it will be only a short time before the heat generated will cook the tube.

Under inflation is equally injurious to tubes. When the under inflated tire passes over a stone both casing and tube are jolted against the rim and sooner or later a leak will develop. All tires should be inflated to the standard prescribed by manufacturers.

If a tire deflates suddenly the car should be stopped immediately as continuous running means that the casing must slip circumferentially ripping the valve stem out and tearing the tube.

Sand in a casing is another cause of the ruination of a tube. It often happens that a motorist, while repairing a puncture on a road, permits the tube and casing to pick up particles which create a friction later and eventually tiny holes which will scarcely show when the tube is submerged in water assert themselves. Then the motorist runs to the dealer and charges him with selling a porous tube.

Putting undersized tubes in casings is a common fault. This strains the tube, makes the expansion all one-sided on the tread side of the tire, and generally results in a blowout.

Sunlight is a natural enemy of inner tubes. The sunlight, or any bright light, for that matter, dries out the tube and makes it brittle and unelastic.

A habit of motorists to carry tubes unprotected in tool boxes is often responsible for much subsequent trouble. Tools are being bounced against it as the car bounds along, its sides are chafed and become worn. It is weakened before it is even inserted in the casing. All tubes should be carried in a water-proof bag or well wrapped in a newspaper.

'Roosevelt Highway' From Coast To Coast

A Theodore Roosevelt International Highway Association has been organized in Duluth, Minn., under the auspices of the Commercial Club of Duluth. The route of this new memorial highway is given as "from Portland, Me., to Portland, Ore."

A great deal of publicity is being released by the organization, which was perfected early in March at a meeting in Duluth. Great interest had been aroused in the proposed highway, particularly in the Northwest.

NEW KING '8' ROADSTER IS SPEEDY LOOKING CAR

Fastest Machine It Has Produced, Is Company's Claim For Latest Model

The newest development in the manufacture of King "8" automobiles is the two-passenger car called the Road-King. It is a really handsome model, individual and distinct in design, yet retaining the same time-proven chassis as the other models of the King line. The King Motor Car Company claims that the Road-King is quite the fastest car it has ever produced.

The Road-King is equipped with the same eight-cylinder motor as the other King "8" models. The body of the car is all aluminum, with special "racy" fenders, collapsible top, tilted wind shield, extra capacity gas tank and other features giving it the appearance of being capable of great speed. The wheels are black wire, fitted with 32x4½ cord tires.

The other models of the 1919 line include the new Foursome, Touring Car and Sedan.

Although the King "8," in company with many other American cars, has experienced the most critical demands of war time construction, passing every test of the United States government's searching examinations, but few changes in either appearance or mechanical construction have resulted. There have been certain minor changes, giving further touches of improvement in the hood and finish, but in both design and mechanical excellence so few changes were required that these models appear almost identical with those of former years. The King Motor Car Company is justly proud of the successful manner in which their car met the requirements of war time as ambulance and armored cars, fulfilling every demand of the government authorities and winning the highest official endorsement.

To say that the King "8" is today in every respect superior to the long line of excellent models that have preceded it, is a sufficient claim of real worth.

DON'T USE TOO MUCH TALC

Motorists should be cautioned against using too much talc when inserting inner tubes in casings, says the B. F. Goodrich Rubber Company. There are several powders for keeping the tube from sticking to the casing, among these being soapstone, graphite and talc, but the use of too much of any one of these proves disastrous and a collection of substances in one place eats into the rubber. If, on the other hand, no powder be used, it will be only a short time before the heat generated will cook the tube. Underinflation is equally injurious to tubes.

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"SPHINX" HATHI

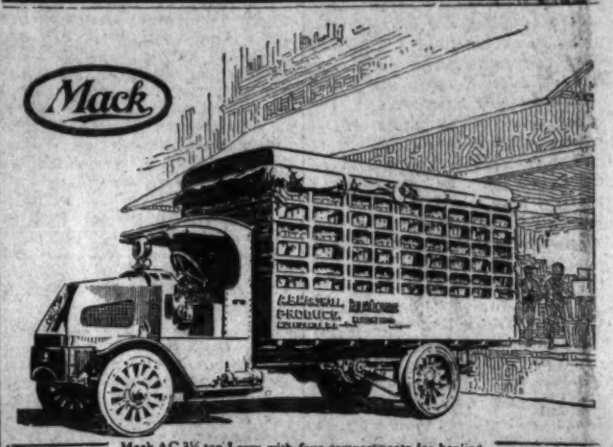
Inspired by Mr. Rudyard Kipling's Jungle Books. with acknowledgments to that famous author.

"Listen my children" said Hathi the wild Elephant. "Ye have seen men travel on the wagon that hath no bullocks; fleeter than any of the jungle people, fleeter even than the sampbur and more silent than the young buck at the Waingunga. Now look ye at this I hold in my trunk. This it is that helps the man's fire-wagon to travel far and fast. It is strong even as I, and man calls it the Sphinx."

The Sphinx Manufacturing Company
Birmingham ——— England.

SPHINX

An illustrated catalogue of Sphinx Sparking Plugs suitable for all types of motor engines can be obtained on application to the offices of this Journal.



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Fighting For World Markets In The Automobile Field

Vital Need For Co-operation Among American Exporters To Defend Prestige Of Country's Products Abroad

In Motor.

Every authority, including common sense, agrees that we are beginning a priod of development in the export field without parallel in past economic history. Never before has the export field offered such rich inducements to cultivation as it does today. On the other hand, competition in the export field has never before approached the keenness that is certain to prevail in the years just beyond. It behooves our manufacturers to examine the field and study the problems with the utmost care, in order to lay out a plan of campaign that will bring us victory in the great commercial battle ahead.

It is not the purpose here to attempt a detailed survey of the export field, but we may suggest the extent of that field by certain facts that seem to have escaped general attention. There are a number of countries in which our exporters will undoubtedly do an extremely profitable business. France, Great Britain, Italy, etc., and yet in all of them they will be called upon to "buck" home industries of well established strength. There are other countries, such as India, China, Japan, the East Indies, etc., where the population is largely of a different race than ours with different standards of living, so that calculations of possible motor vehicle sales can never be made upon the basis of population. There are other countries, such as Russia, Finland, the Balkan States, Mexico, etc., where commerce is at a standstill due to internal conditions. But leaving these countries out of the question, we still have an enormous potential market for our motor products. To illustrate: Canada, Australia, Argentina, New Zealand, the Union of South Africa, Brazil, Spain, Holland, Sweden, Denmark, Cuba, Switzerland, Portugal, Norway and Chili, have a combined population greater than our own. Their people are mainly white, with some approach to our own standards of living. They have no, or very small, motor car industries of their own, so that our manufacturers have practically an equal chance with any rivals that may materialise. It would be wrong to believe that these countries are in a position to absorb as many cars as we have at home, but, nevertheless, they offer a tremendous market for our exporters and they serve to illustrate the magnificent proportions of the field that is open to us.

It is interesting to look back for a moment at the export situation as it existed in 1913, the last full year before the war. During 1913 France led in the motor export field, with a total of $44,000,000. We were in second place with $35,000,000, Germany came third with $20,000,000, Great Britain fourth with $18,000,000. Italy and Belgium followed with about $6,000,000 apiece.

For the fiscal year 1918 the total of our exports of complete vehicles, passenger and commercial, was somewhat over $77,000,000. We had practically no rivals. But this latter situation is going to be of short duration and it behooves us to be up and doing. The French, British and Italian automobile industries have been enormously expanded during the war and they are determined to share in the export spoils. We cannot prevent their participation in the export field, but we can hold our dominant position if we meet the situation squarely.

To begin with, we must have co-operation among our manufacturers in foreign fields. Every American manufacturer selling goods abroad must realise that his interests are identical with those of every other American manufacturer in that field. A mistake made by one is reflected in the business of all of them.

And that brings us to the vital question of service in the export field. It is little short of criminal to sell motor cars in a foreign market without providing the service, spare parts and expert repairmen to keep the vehicles moving. Every time an American motor vehicle in a foreign country breaks down our competitors in that market are certain to point to it as a fair example of "American junk." The longer the car remains out of commission, because of inadequate service, the more pungent will become the remarks of rival agents in that particular field. If the unfortunate vehicle happens to belong in the orphan class, whereby it remains permanently useless, it becomes a perpetual object lesson in the hands of our competitors as to the failings of American products.

Just how important is this question of orphan cars in the export field may be judged from some recent remarks by Roy S. McElwee, assistant chief of the Bureau of Foreign and Domestic Commerce, to the effect that: "It is to the interest of a national organisation to see to it that in the organisation of the sales of American automobiles throughout the world there are no orphaned sales; that no automobile that comes from America is put out where it cannot be looked after, because if this is done the entire American automobile export industry will fail."

Plainly put, this means that it would be cheaper for American automobile exporters to combine to carry on the service department of a defunct manufacturer than to permit his cars in foreign countries to break down for lack of proper attention.

Another factor that is blighting in its effect on export trade is the small company which enters the field, without sufficient funds to maintain an adequate service department. The remedy in this case is combination among a number of concerns in more or less non-competing lines to maintain a central service station to care for the maintenance of all their products in the country. The Webb law was recently passed by Congress to permit just that sort of combination in the export field. By dividing up the expenses of a combined service department in this way no concern large enough to enter the export field at all need fall down in the vitally important matter of service.

In speaking of this phase of the export business, Dr. McElwee, of the Bureau of Foreign and Domestic Commerce, recently took occasion to remark: "The advice to the small company is to combine with others and maintain such service stations and organise on this general principle or stay out of business. Other American firms and associations should see to it that they do stay out of business, unless they can organise to take care of their cars properly."

And this sums up the present needs in the automobile export field—co-operation. Let our manufacturers bear always in mind the cardinal fact that they must first stand shoulder to shoulder in defense of all American products and they can then divide up the field in individual competition. The slogan of our exporters should be "America first and then our individual interests."

Another Maxwell Goes Far In 24 Hours

Virginia Car Goes 673 Miles In High Gear Twice Around The Clock

A recent proof of Maxwell sturdiness is that given in a report to Harry J. De Bear, New York. The first twenty-four-hour non-stop, high-gear record by the Maxwell was in Los Angeles, April, this year, when 734 miles was made in twenty-four hours. Several weeks later a rival car in Oklahoma attempted to beat this twenty-four-hour record, but failed by seventy-three miles.

"The latest Maxwell triumph has been in Virginia," says Mr. De Bear. "In the face of far more serious weather difficulties the Virginia Maxwell was unable to equal the sensational mark of the Maxwell in Los Angeles, but did, however, surpass the mark of its Oklahoma rival by twelve miles.

"The Virginia car was standard stock Maxwell and had low and second gear removed before starting, and the record made by the driver at Fairmont, Va., has never been approached in that section of the United States. The whole 673 miles was made on an average of twenty miles to a gallon of gas under very trying conditions. Twenty-eight miles an hour was the average speed maintained all day and night."

STUDEBAKER SPENDING HEAVILY FOR BUILDINGS

Construction Plans Call For Expenditure Of G.$8,500,000 This Year

The Studebaker corporation will expend G. $8,500,000 during the present year for construction work. Announcement that the expansion would take place during the coming year was made by the directors of the corporation on May 17. The amount decided upon is twice the previous estimate of construction work for the year.

Referring to the expansion of the Studebakers, A. R. Erskine, president of the corporation, has issued the following statement:

"Originally we planned for buildings and equipment amounting to about $4,250,000 during the present year, but all of these plans have been revised because of changed and improved conditions generally, and we are now prepared to double our original building program. The new plant expenditures we contemplate this year will amount in round figures to $8,500,000.

"The work has been in progress for some time, and it will be pushed just as rapidly as possible. I have been too busy with other matters to keep very close to the actual progress of the work the last few days, but I do know what is being planned."

The change of the plans of the corporation will, incidentally, make South Bend's housing problem more serious. In order to cope with the situation properly the City's Chamber of Commerce held a big meeting to discuss the matter. Plans are now under way to convey the city's needs in the housing line to the public in every way possible. Newspaper advertising, billboards other than the one installed in the courthouse yard will be erected. Propaganda of all kinds will be launched to impress the people of South Bend with the extreme necessity of building more homes to relieve the building situation.

At the present time there is a need of 2,325 more houses in the city, with only eighty permits for new residences issued from the office of the building department. These facts were strikingly brought out at the meeting of the Chamber of Commerce.

W. D. Guy, who has charge of the construction at the Studebaker plant, delivered the main talk at the Chamber of Commerce luncheon. He told of the development of the Studebaker plant from the time the work was started down to the present proposed expansion.

His talk was made more interesting by the fact that a series of photographs were introduced showing the gradual development of the construction now under way. These photographs are taken on Tuesday of each week, and start with the work of excavating for a foundation until the last photographs, which show the concrete piers, which are weekly becoming more numerous.

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A Federal Motor Lorry puts your haulage on a modern basis. It saves time, driver—expense and money and makes deliveries more certain. The Federal is constructed of finest tested material and will last a lifetime.

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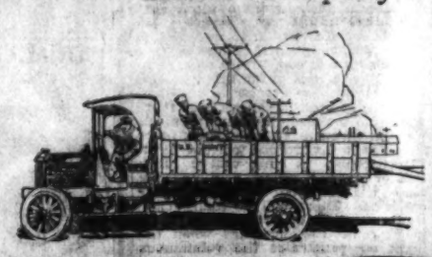

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YOU see more Firestone Tyre imprints on the roads every day; people are thinking more about mileage.

Wise motorists insist on buying the best tyres they can find. At the present time there is a flood-tide of Firestone Tyre buying, and the Firestone Company is responding to present-day needs by building the best tyres ever turned out of the Akron factory.

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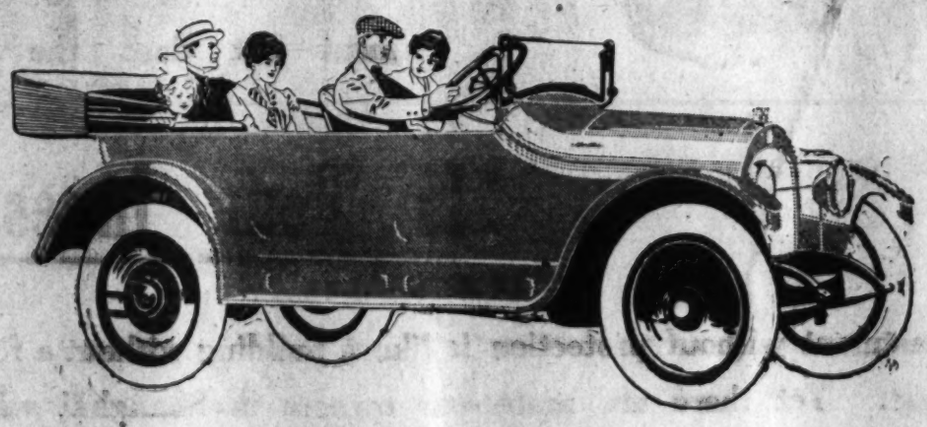

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TRUCK PNEUMATICS MAY BE CHANGED QUICKLY

Handling Them Isn't As Hard As Is Thought, Says Firestone Man

"I've had men tell me time after time that they couldn't see pneumatic tires for trucks," says a Firestone official: "The argument—and it was a good one as far as it went—was that it was altogether too difficult a task to make road changes.

"And as a matter of fact, the larger-sized pneumatics—say, 38x7, 40x8, and 44x10, are so heavy that they have been considered beyond the capacity of one man to handle when using the ordinary type of wheel, where it is necessary to detach the tire from the rim.

"Then you have the additional expenditure of time for inflating the tire—and that is often a difficult job in itself.

"Recently the Firestone Steel Products Company, realising what this obstacle meant to the working efficiency of motor trucks, developed an entirely new idea in steel wheel design to accommodate Firestone demountable rims.

"With this combination it is possible for one man to remove the largest tire and apply an inflated 'spare' in five minutes—perhaps even less time than that. And it doesn't take an experienced man to turn the trick, either.

"Why, the other day at Macon, Ga., six girls—members of the Red Cross Motor Corps—none of whom had ever laid a finger on a truck tire before—participated in a time changing contest staged by the manager of our 'ships-by-truck' fleet. You should have seen them manipulate those big giant pneumatics 40x8. The winning team made the change in less than five minutes. Believe me, everybody sat up and took notice!

"Here's the idea: After jacking up your truck so that the weight is off the tire, you turn the wheel so that the slot in the felloe will be at the bottom. After removing the clamps and wedge ring, pull the tire away from the wheel. No lifting is necessary.

"Now to apply the inflated spare tire—turn wheel so that slot in felloe will be at the bottom. Roll the inflated tire and rim to the wheel, engaging the valve stem in the felloe slot. Then push rim on wheel, turning the wheel slightly, which will lift the rim and tire from the ground. Push rim back on wheel and apply wedge ring and clamps. Again no lifting is necessary. Slot in felloe is covered to prevent water and mud from getting in around the valve stem.

"This is not only one of the most important developments in connection with pneumatic tires for trucks, but a matter of particular importance to the 'ship-by-truck' movement and to all truck operators doing long distance hauling.

"With pneumatic tires the average running time of trucks can be increased two-fold; yes, three-fold, and speed, you know, will be a very considerable factor in both the popularity and the practical utility of the motor truck express."

Sunlight And Heat Twin Foes To Tires

Keep Spares Covered And Also Protect Tubes Against These Elements

Summer time looses two forces of nature which have seriously injurious effects on tires. One of these is heat and the other sunlight. Although these two forces are closely allied, the bad effects are distinctly different, according to statements made by laboratory experts of the United States Tire Company.

Light has a powerful deteriorating action on rubber. It causes oxidisation of the rubber and also causes cracking. This is frequently noticed as "checking" on the side walls of tires.

Heat "ages" rubber compounds, greatly lessening the length of their serviceability. It makes them hard and lifeless, and also promotes oxidising action by the air.

Because of these harmful effects of light and heat, tires should always be kept in covers when carried as spares, and if stored in the garage should be kept in a dark, confined place where the temperature is low. In the case of inner tubes special care should be given, for the tube must remain elastic and flexible and must not crack. The tube is subjected to a great deal of heat when in the tire and should be saved any excess in storage. A liberal use of talc or soapstone on the inside of the tire before the tube is put in will help to overcome the bad effects of heat when the tire is in action.

The United States Tire Company says it should be noted that the bad effects of heat due to fast driving or to driving over hot sands or hot pavements are not caused by increase in pressure of air in the tire. It is almost impossible for the heat of driving or of hot roads to increase air pressure to a degree great enough in itself to burst the tire. What really happens is that the heat softens and breaks down the rubber after a time, causing the tread to come off or the layers of fabric to separate and burst.

The Season's Modes For Motoring

First Year Of Peace Brings Joy To Feminine Half Of Motordom In A Flood Of Attractive Out-Door Clothes

By Margaret R. Burlingame

That ancient bit of sententiousness in regard to the shortcomings of Solomon's raiment, when that long-suffering monarch was in "all his glory," finds a fresh application this year in relation to the new styles in garments for women. For several years and with particular harshness for the past eighteen months or so, the decrees of the great god Mars have served to repress the feminine desire for something new and beautiful in the fashion of garments for the passing seasons. And after such long and bitter repression, it is inevitable that our feminine love of finery should break all bounds in its demands for new styles and new fabrics and new everything.

At any rate, one thing is certain, the new things for women this spring are a sheer delight to the eye, and *tres chic*, as the French-woman has it, with that expressive lift of the shoulders that signifies unutterable things. And particularly is this so of the modes in outdoor clothes, country clothes as some shops prefer to call them. During the past few years some of the smartest dressed women here and elsewhere have refused to make mere clothes-horses of themselves. These women in ever increasing numbers have found that they cannot work and be hampered by clinging clothes. Whether they are in business proper, or conducting the many channels of war work, it is all the same—they must have freedom of movement.

The wide choice shown in outdoor togs, the really likeable things offered in country clothes are evidence of the fact that the manufacturer recognises the fact that women expect to spend a lot more time out of doors and in comfortable clothes.

The motoring coats are largely motoring capes, or more particularly speaking, a combination of coat and cape. The more expensive models are shown in genuine camel's hair, imported. The coat part buttons to the bottom in front and the cape hangs gracefully from the shoulder. This model is also shown in less expensive materials. The vest is detachable which increases the practicability of the wrap.

Probably one of the most beautiful coats shown is the one in dark brown taffeta and brushed wool of lighter shade. The wool is embroidered in ribicine and wool in charmingly harmonious colors. The collar is very deep and convertible. The lining is of Chinese silk in burnt sienna. This is without question the most stunning thing shown.

A smart serviceable motoring coat and cape combined is shown in French army cloth in the clean attractive blue used by the French. It is cravinetted garbardine and shower proof. It is so woven that it sheds the dust very completely. Although this coat is priced at $75, there are other materials used for the same model and at less cost.

The knotted capes and combination coats seem to promise quite a vogue, although they are faddish in their inclinations. The knitted sweater vestees of these garments are snug fitting and have pockets and belt. This cape was shown in one shop in blue and grey and in another in black knitted with shawl collar, large pockets and belt in brushed wool.

An unusual effect was secured in one of these coats by the use of citron color trimmed with grey squirrel. Although the citron is a very trying color to most women, most women are trying to wear it.

The top coat has come into its own again. It is shown for motor wear, as a riding accessory and for street wear. Having so many uses, it is really an economy in any wardrobe. The imported tweeds trimmed in suede and kid leather, are most generally used, although other materials such as WuiBuk (a washable material), garbardines, Poiret twill and other attractive weaves are in evidence.

The sweater vogue instead of diminishing seems to remain a factor in all outdoor wear. The sweater in all its forms has undoubtedly come to stay. One of its newest forms is the attractive scarf vest effect, made from the long knitted silk scarfs and fashioned so as to slip over the head. It is finished with fringe or hemmed ends as one prefers and has a self-belt and buckle at the waist. A scarf to match completes the effect. Because it is sleeveless and snug in fitting, it may be worn comfortably under even a tailored suit. There are many colors from which one may choose.

Another very pretty thing in the sweater family is the tie-on surplice vest of chiffon cashmere, shown in all the delicate as well as serviceable shades—an airy, feminine thing that still offers utility. This sweater also is light weight enough to wear under even tight fitting suits. There is often a chilliness that comes with even pleasant days, and it is for this occasion that the surplice sweater is designed.

Vests are good for all sorts of sport wear and because there are so many ways in which they can be used, more than one in a wardrobe will not be an extravagance. A snug vest under a suit or even a sleeve vest under a cape will not be found amiss for motoring. There will be many days when one will be welcome, to say nothing of the evenings when the night air penetrates the voluminous folds of a cape.

The beach scarf has now become the motor scarf or perhaps we should say the scarf has returned to its early love. Often all one needs is just a light wool-something thrown over the shoulders and these brushed wool scarfs serve this purpose admirably. They are offered in plain and in combination colors.

Hats for the machine are so much a matter of personal taste, that long ago designers gave up any attempt to offer an exclusively motoring hat. And yet one finds many small or soft, pliable shapes that would seem to especially belong to motoring. Such hats are the soft double hemp, shown in different shades, but especially pretty in the greys and two-tone browns. The leather hats and tams of course are essentially driving hats, matching as they do the windproof leather coats shown. The Spanish Beret tam o' shanter in all colors is having quite a vogue, and justly so for most women look well in them (providing they are not too old). They are inexpensive and come in so many shades that every taste and complexion can be suited. The small rim sailors are used a lot for motor wear also.

TRAVELING AUTO SCHOOLS TEACH IOWA FARMERS

The traveling automobile school has been inaugurated in Iowa as a means of helping the individual motorist over the rough spots in learning how to operate his car at the minimum expense and with the maximum of results. Under the direction of experts employed by Iowa State College, a state institution, the man who owns a car is being shown how to eliminate waste and useless wear and tear upon his car, and is being shown how to supervise intelligently the making of any repairs his car may require from time to time. In other words, he is being given training and information which heretofore has been the exclusive privilege of the mechanic. As a result the average motorist who takes advantage of this new school, which is brought to his very home at the expense of the state, is given the opportunity to operate his car with increased efficiency, and at much less expense than formerly.

The short course for automobile owners—not garage or repair men—was inaugurated two years ago by the engineering extension division of the state college. It is conducted very much on the same idea as the world famous short courses for farmers, which was the first step towards the taking of the school to the home of the individual. As rapidly as possible automobile institutes are being held in all of the larger cities and centers of population, and as time goes on even the smaller cities will soon have the advantage of this new branch of school work. So popular has this course in the scientific principles of operating the motor car become that the time of the experts who conduct the course is in continual demand.

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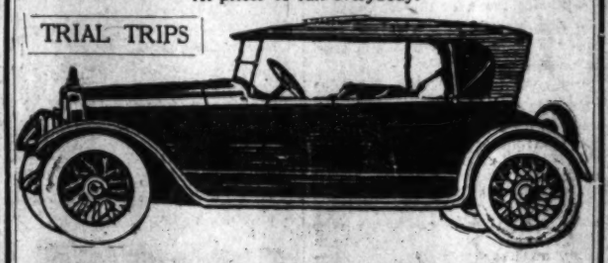

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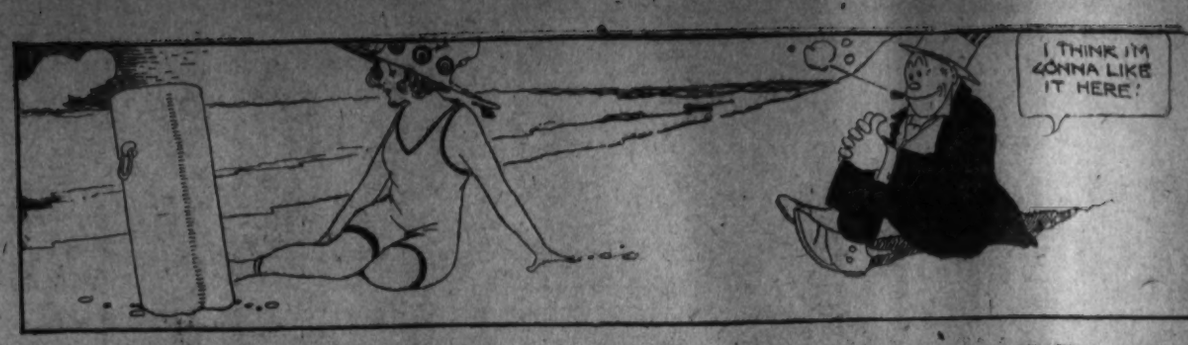
C. E. SPARKE Insurance Office

Agent, Excess Insurance Co., Ltd.

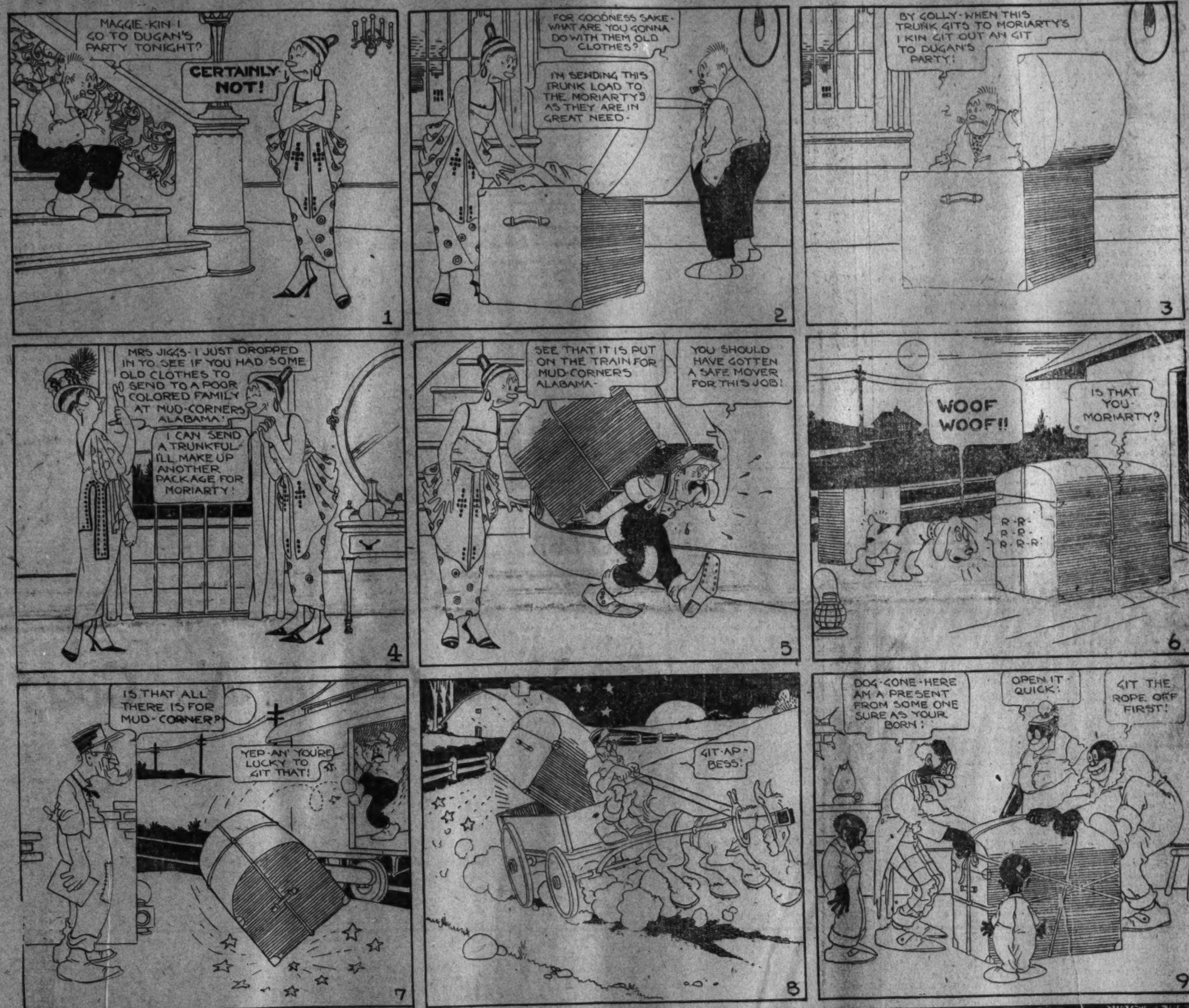
WHY SHOULD HE WORRY?
HE HAS AN "XS POLICY"!



Sporting and Comic Picture Section

Sunday, July 13th, 1919

Bringing Up Father


MAGGIE-KIN I GO TO DUGAN'S PARTY TONIGHT?
CERTAINLY NOT!
1
FOR GOODNESS SAKE- WHAT ARE YOU GONNA DO WITH THEM OLD CLOTHES?
I'M SENDING THIS TRUNK LOAD TO THE MORIARTY'S AS THEY ARE IN GREAT NEED-
2
BY GOLLY- WHEN THIS TRUNK GITS TO MORIARTY'S I KIN GIT OUT AN GIT TO DUGAN'S PARTY!
3
MRS JIGGS- I JUST DROPPED IN TO SEE IF YOU HAD SOME OLD CLOTHES TO SEND TO A POOR COLORED FAMILY AT MUD-CORNERS ALABAMA!
I CAN SEND A TRUNKFUL- I'LL MAKE UP ANOTHER PACKAGE FOR MORIARTY!
4
SEE THAT IT IS PUT ON THE TRAIN FOR MUD-CORNERS ALABAMA-
YOU SHOULD HAVE GOTTEN A SAFE MOVER FOR THIS JOB!
5
WOOF WOOF!!
IS THAT YOU MORIARTY?
R-R-R-R-R-R-R!
6
IS THAT ALL THERE IS FOR MUD-CORNER?
YEP-AN' YOU'RE LUCKY TO GIT THAT!
7
GIT-AP-BESS!
8
DOG-GONE-HERE AM A PRESENT FROM SOME ONE SURE AS YOUR BORN!
OPEN IT QUICK!
GIT THE ROPE OFF FIRST!
9
IT'S HAUNTED!
FOR THE LOVE OF MIKE-OPEN THIS TRUNK
TAKE IT OUT AN THROW IT IN THE RIVER!
10
THANK GOODNESS THAT'S OVER
LET'S GIT AWAY FROM HERE-
11
SAY- WHERE AM I?
IN ALABAMA!
GEO MCMANUS
12

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI SUNDAY, JULY 13, 1919

FOOTBALL FIELD MADE SOLDIERS

Glenn Warner, Famous Coach Tells How Gridiron Developed Military Qualities

ARMY COMPARED TO TEAM

College Athletics In America Vindicated By Spirit Of Athletes In Battle

.. By Glenn S. Warner
(University of Pittsburg Football Team)

Pittsburg, June 16.—An editorial in one of our leading papers during the war contained this comment:

"If every American soldier learned to play football our country would have the greatest army in the world."

Gen. Pershing was quoted as saying before the war ended that army organisation was like a foo ball team in which every man is trained to physical perfection under strict discipline, but is capable of brilliant individual action in a crisis. He added, "We want our men trained the same way."

Surely the war was a great vindiction of athletics, and of football in particular. There is no question that as a class the athletes made the best soldiers. They were physically fit and had the best equipment, both physically and mentally, for meeting every emergency and handling themselves in the pinches. How many times have we read of distinguished acts during the war in which it was stated that the soldiers performing the unusual feat or acts of bravery were former athletes.

Right in this locality, in western Pennsylvania, we have had a number of soldiers who have won distinction and promotion who laid the foundation of their gallant war records upon the athletic fields of our western Pennsylvania seats of learning. Here are a few statements of how football helps prepare our young men for the time when they may hurriedly be called to arms.

Schools To Obey

This, more than any other sport, aims to coordinate the mental and physical activities under the spur of command signals, which are generally similar to those of preparation and execution commands used in military work. It creates and develops the habit of constantly and unfalteringly obeying the initiative given by a command when the person trained is in immediate contact with the maximum of opposition, whether the same be offensive or defensive and in this way fortifies and habituates the mind in obeying orders at the moments when direct results may occur. Football offers mental training under combat conditions and under environments where maximum energies are strained.

More than any other form of physical training, football compels the player to realise his individual capacity as a part of a large unit. There is hardly a standard military work that somewhere in its treatment of fundamentals does not hold up football ideals as the proper conceptions for men who wish to appreciate properly the work of an individual as a part of a mass. Certainly in no other sport is the idea of sacrificing oneself for the ultimate welfare of a mass so thoroughly driven home as in the case of work on the gridiron.

Football is the only sport, except boxing and wrestling, which, while exercising the whole body, actually brings the players into physical contact with their opponents when with muscles and minds tense they grasp under practical conditions the fundamental factors underlying combat. Coolheadedess under trying conditions is trained into the fiber of the players, and the repeated keying up of men to crises is in itself valuable training.

Trains The Will

Football not only trains all the muscles in a man's body and accustoms him to hard knocks but teaches him how to take care of himself when confronted with danger from the onrush of opponents or from their implements of destruction, and not only this but it accustoms and hardens him to ward off or withstand that feeling of exhaustion under which a large percentage of untrain-

(Continued on Page 3)

Smiles from the Mixed Court

The other evening Wong Ah-sai who is a woodworker when industry really seizes him, came clanking down the Cunningham Road in a ricsha which also contained $14 worth of old iron.

An irritated policeman stopped the equipage merely to ask Wong what he bally well meant by going about at such an hour sounding like a boiler factory—then recognised the passenger as a deportee. Under the circumstances he felt impelled to inquire about the title to the iron. Wong grinned engagingly, the recognition not having been mutual and said he had just borrowed the cargo from a friend.

The C. P. C. couldn't rake up a plausible reason for a woodworker borrowing half a ton of rusty boiler plate so he took Wong over to the station, where the prisoner retold his story and gave his friend's name as Tseu Yui-fah and his address as 198 Cunningham Road. The police discovered a scrap iron godown at this place, with Tseu Yui fah filling the post of watchman thereto. The godown it seemed, belonged to Dzung Yui-jen, who became excited when he learned that Tseu had been lending his metals in such casual fashion so they took Tseu along to the station too.

Next morning in court the watchman was first of the defendants to testify. Yes, said he, it had been merely a question of obliging a friend. Wong had asked to borrow a little iron and he hadn't seen any harm in the proposition.

Wong was called next. Evidently over night his memory had become scrambled. He had no recollection of the borrowing story. He had been given the iron by the watchman, together with instructions to sell it. He was very much grieved to learn that Tseu had no right to dispose of the iron and also gravely outraged by the thought that his friend had thus sought to employ him as the unwitting agency of illdoing.

Wong looked even more injured when the court issued him a new certificate of expulsion from this city, dated to take effect 12 months hence. The watchman was put on the Municipal boarders' list for 30 days only.

Two Tales Which Vary

Dzung Sei-chung, so he told the Court, was emerging from an alleyway leading into Yuenfong Road holding three 1-dollar notes in his hand and bent upon buying himself a new suit of clothes, when he met Waung Anman.

Waung congratulated the other upon having so much money and then suggested that the sum be lent to him. Dzung said Waung was an entire stranger to him so he felt justified in declining. The next thing the capitalist realised his nose was bleeding, his new bone spectacles were a total loss and Waung was spreading a lot of libel among the neighbors about the assaulted party's family tree.

Waung told the Magistrate that he was surprised to hear his accuser tell such a tale. What had really happened was this: He was standing in the Yuenfong Road listening to a group of men who were discussing the war news. Being interested in how the war was getting along he went up and pointed the circle. He had simply put a well meant question as to the situation when this Dzung individual had ungraciously asked him to get out, emphasising the request by pushing him in the face. Waung admitted that he had made a mistake in trying to butt into the war conclave and said that he wouldn't have done it but for the fact that he had been dallying with the samshu; but, he insisted, he hadn't asked for money and he hadn't wrecked Dzung spectacles.

Whether owing to the lingering effects of the smashu of something else the rest of Waung's recital was very hazy. A period of two weeks is scheduled to elapse between his last and next drinks.

Illegal Tender

Every day some new evidence of the need for a universal currency system bobs up. The lack of such a scheme cost two coolies returned from war service several weeks wages one day last week.

The men in question were passing along Markham Road when a policeman became curious about a couple of packages they were carrying. The coolies blandly stated that the contents were opium, whereupon the scene shifted suddenly to the police station and again next morning to the Mixed Court.

The defendants told the court that they had been on service in Mesopotamia and had been discharged and paid off in Bombay. They had been paid in rupees. This coin had an alien look to them and they doubted if it would circulate in Shanghai so they cast about for a suitable exchange. The thing they hit upon was opium.

The court ordered the defendants discharged and the opium confiscated.

INDOOR SPORTS By Tad

BILLY TOLD EDNA THAT I WAS JEALOUS- HA-HA-HA CAN YA IMAGINE ME JEALOUS OF THAT SQUASH FACED GIRL OF HIS? AINT IT A RIOT?
SHE IS AN AWFUL LOOKER ISNT SHE?
BILLY I WANTED TO KNOW- WHAT CAN HE SEE IN HER- SHE HAS A MAP LIKE NOTHIN HUMAN AND DEAR ME HER SHAPE OH- ITS A FRIGHT
'MEMBER HOW BILL LAUGHED WHEN BILL HAWKINS GOT HOOKED UP? NOW LOOKIT THE BUM HE PICKS OUT TO MARRY— HE SAYS SHE'S GOT BRAINS
WELL SHE OUGHTA HAVE SOMETHING SAM- SHE'S GOT NOTHIN' BUT AN AWFUL MUG RIGHT NOW
INDOOR SPORTS
KNOCKING BILLYS GIRL
TAD

JAPANESE LEAGUE TO START SEASON

Doubleheader At Hongkew Park This Afternoon; Twenty-Nine In New Circuit

With 29 teams entered, the Japanese baseball league will get away to a long schedule this afternoon with a doubleheader at Hongkew Park. The nines represent local Japanese business houses and Club.

Over 200 uniformed players will be present at the official opening of the league this afternoon when Mr. T. Ibukiyama, of the Municipal Council, who is president of the new circuit, will deliver an address. The opening ceremony will be at one o'clock.

The first game starts at 1:30 with C. Ito and Company playing the team representing Suzuki and Company. The second game, between Nippon Yusen Kaisha and Osaka Shosen Kaisha, is billed for four o'clock.

The following firms are represented in the league. C. Ito and Company, Suzuki and Company, Nippon Yusen Kaisha, Osaka Shosen Kaisha, Eastern Engineering and Shipbuilding Company, Shanghai Produce and Stock Exchange, A. Y. Club (Abeichi and Company and Yusen and Company), Murai Trading Company, Mitsui Bussan Kaisha, Shanghai Cotton Manufacturing Company, Abe and Company, Mogi and Company, Mitsubishi and Company, Victory Club (Nozawa and Company, Hsinli and Company and Fukusho and Company), Bank of Taiwan, Okura and Company, Furukawa and Company, Shanghai Silk Spinning Company, China and Japan Industrial and Developing Company, Burin and Company.

At The Theaters

William Farnum who made such a hit with Shanghailanders in "When a Man Sees Red," will again be seen at the Apollo Theater Thursday evening in a love and adventure story of the great outdoors entitled "The Man From Bitter Roots." Booking will start at Robinson's today.

Beginning tomorrow, Apollo Theater will screen for three days, the seventh and eighth episodes of "The Lightning Raider," featuring Pearl White, as well as the British and American Gazettes and the "Rinkle Remover" in "The Dutiful Dub."

Tonight George Fawcett will be seen in "The Frame Up" while the fifth and sixth episodes, "The Brass Key" and "The Mystic Box" of "The Lightning Raider" will be screened for the Apollo matinee at 3:30 o'clock.

At the Victoria Theater, Maurice Tourneur's production of "Woman" will be exhibited for two nights only, tonight and tomorrow night.

Showing at the Olympic Theater tonight and tomorrow night is Madame Petrova in "The Undying Flame."

The Isis bill for today's matinee consists of the first and second episodes of the Master Serial, the 13th and 14th episodes of "The Bull's Eye," the Chinese story of Tsu Shi Ling, a republican hero who assassinated Governor En Ming of Anhui and paid the supreme penalty for the act, and a comic play by Chinese artists.

Tonight, the 13th and the 14th episodes of "The Bull's Eye" and "The Triangle Comedies" will be seen at the Isis.

Tomorrow's Isis program will feature the third and fourth episodes of "The Master Serial," comedies and a Chinese performance.

Band Concerts Tomorrow

Performances by the Public Band will be given tomorrow, weather permitting, programs as follows:

(a) In the Public Garden at 5.30 p.m.

1. March.—My Soldier Boy..Bidgood
2. Overture—The Caliph of Bagdad .....Boldieu
3. Waltz—Cecil .....McKee
4. Selection—The Pink Lady .....Caryll
5. (a) One Step—Down at the County Fair .....Temple
   (b) Fox Trot—I'm Hitting the Trail to Normandy .....Snyder
6. Selection—Eileen .....Herberth

(b) In the French Public Garden at 9 p.m:

1. March—Le Pere la Victoire .....Ganne
2. Overture—La Reine d'un Jour .....Adam
3. Waltz—Valse Parisienne ...Ganne
4. Selection—La Fille de Madame Angot .....Lecocq
5. Selection—Grande Valse de Concert .....Mattei
6. Selection—Carmen .....Bizet
7. Rondo—Lontaine .....Gillet
8. Selection—Coppelia .....Delibes

A. de Kryger,
Conductor-in-Charge.

Lawn Bowls Today

A league match will be played this afternoon between teams representing the Shanghai Junior Golf Club and Yangtszepoo Lawn Bowls Club at the Yangtszepoo Club greens. The match will start at five o'clock. The team to represent the Junior Golf Club will be selected from the following: J. Burnside, G. B. Stormes, D. McAlister, A. Braid, T. Spring, A. Mackintosh, P. B. Critchley, G. Hall, M. B. Anderson, W. R. Kinipple, P. W. Ephgrave, A. E. Hayward, G. Sherman, H. MacFarland, S. Chilvers, F. George, J. Marshgreen, and J. Rush.

Race vs. S.L.B.C.

A league match between teams representing the Shanghai Lawn Bowls Club and the Recreation Club will be played at the Recreation Club greens this afternoon at five o'clock. The Lawn Bowls Club team will be selected from the following: G. L. Campbell, J. J. Sheridan, J. Munro, W. Gater, J. T. Disselduff, A. D. Bell, J. Bushby, W. N. C. Allen, J. C. Macdougall, J. Park, H. H. Fowler, F. L. Marshall, Albert Taylor, J. D. Gaines, E. Payne, R. Simmons, P. M. Scott, W. A. Ogden, F. A. Sampson, W. B. Pitt and J. Valentine.

The following will represent the Recreation Club: A. Spiers (skip), R. J. Bowerman, E. Fanstone and S. M. Wallace.

H. Veitch (skip), H. E. Peck, P. W. Reeves and N. Davd.

J. E. Lucas (skip) H. S. Swyth, E. O. Thomas and J. E. Grant.

A. Eek (skip), W. S. Featherstonhaugh, G. Gilbert and J. Keefe.

Reserves.—F. S. Rampiln, H. B. Ollerdessen, A. J. Brown, A. R. Scott and H. F. Landers.

Golf Notes

Friendly clashes at Kiangwan and Hungjao have been few and far apart, thanks to the heavenly dew which has been falling fairly regularly.

The Shanghai Golf Club has two competitions to finish off—the Hong Foursome Handicap and the Club's Single Handicap. Both competitions have reached the finals. In the Hong Foursomes C. J. G. Hill and C. A. O'Neill, representing the Royal Insurance Co., are up against C. G. Humphreys and F. C. Reynolds, of the Asiatic Petroleum Co. The handicaps of the competitors are 25 and 9 respectively. It is understood, however, that owing to illness Mr. Reynolds has been ordered home, which would make it appear that the Royal Insurance Co. would take the much coveted trophy in a walk-over.

In the Club Singles competition W. S. Clay was fairly in the running for a win but was beaten by T. J. Fisher (3). The latter has now to meet "Herb" Langley (18) in the finals and the game should be a close and interesting one as Langley has been playing a good steady game lately—a few points better than 18. If the weather conditions hold as they were yesterday the finals should be played off very soon and followers of the ancient game are looking forward with interest to the results.

4TH PHILIPPINES DEFEAT JAPANESE

Islanders Take Game By 12-1 Score From Nipponese Team At Tientsin

Tientsin, July 10.—Filipinos continued their baseball victories yesterday by trimming the Tientsin Japanese by a score of 12-1 on the Japanese Club's ball park in the Japanese Concession.

It was good baseball up to the fifth inning, and it was good after that time but only to look at. Nippy work at the bases, airtight twirling, clean fielding and only one error marked the first five innings. The Japanese scored one unearned run in the fourth but did not keep their lead long.

In the fifth frame the Islanders scored twice and scored every inning after that. Once each in the sixth, seventh and eighth and seven times in the ninth. The entire team batted round and lapped the first batter. Of the 17 hits collected off the Japanese pitcher, ten were made in the ninth. Hits went to all parts of the diamond and park fences. The circus was bewildering to the fans.

Outfielder On Mound

DeJanzana, usually a right fielder, occupied the mound for the visitors and received favorable comment for his pegging to first base, where he picked off the redoubtable Fukunaga lying too far off. Three pretty catches were made in deep center by Yegashira. Fukunaga secured three hits out of four times to bat and stole three bags. Ishikawa had an off day at short, which position he usually holds down well. Malalis' wing scared the Japanese base runners off second and very few made the attempt and still fewer succeeded. Seven Filipinos got two or more hits in five times up.

Last night the Japanese team entertained the Filipinos to dinner in the Japanese Club, where they were made welcome with Japanese music and other entertainment.—*North China Star.*

Great Tennis Contests On English Courts

(Reuter's Service)

London, July 7.—Lawn Tennis: at Wimbledon in the challenge round of singles, Patterson beat Brookes 6-3, 7-5, 6-2.

Great Contest Staged

London, July 6.—At Wimbledon the greatest and most thrilling doubles ever witnessed was the defeat in the semi-finals of Brookes and Patterson by Wood and Thomas, all Australians. The score was 8-6, 6-4, 3-6, 6-3. Wood played an inspired game and never was such driving, volleying and smashing seen.

The greatest feature was the unprecedented manner in which the winners killed outright the hardest serving ever delivered.

MISTER COOPER JOINS LOCALS

Former New Orleans Third Baseman Makes An Impressive Debut

AND SHANGHAI WINS 12-2

Beats Sailors Easily And Looks Good Enough To Make Series Close

ELCANO PLAYS TODAY

The U. S. S. Elcano will oppose Shanghai at the Race Course this afternoon, the game starting at 3:30 o'clock. Johnny Scott will pitch for Shanghai. Chapman and Logan will umpire.

Introducing one Mister Cooper, late of our fighting forces on the sea and now a full-fledged civilian and quite some ball tosser. Yesterday, on a wet field, Mr. Cooper made his debut, first as a civilian and then as a ball player.

Said Mr. Cooper played second base for Shanghai and opposed his old team mates and mess mates of the U. S. S. New Orleans. He and the now well-known Bobby Gill were the headliners in the after-rain attraction that was labelled Shanghai 12, U. S. S. New Orleans 2.

Of the twelve runs scored, Cooper made three. He drove in two more, clouting a double with a couple hanging on the sacks. In addition, Cooper placed a neat bunt along third base line, stole a couple of bases and banged three hits for a total of four.

This man Cooper pulled off one of the sweetest catches seen here since Jordon plucked that foul off the grandstand wire last August. The new second sacker of the locals dashed way back of first base and nipped a miserably low fly with his gloved hand after a speedy getaway with the hit. The ball was traveling, too, and had it broken loose, the clout would have been good for at least two bases.

Gill pitched nice steady ball. He allowed three hits and fanned at least 15. The local hurler outpitched the three moundmen that were opposed to him.

McGrath pitched the first five innings for the New Orleans. He was wild and not particularly unhittable. McGrath was relieved by McIntyre. The former University of Oregon star lasted half an inning and Hopkins then took up the burden, wading through to the end.

Shanghai played fairly decent ball and surprised the New Orleans nine by bunting a man along and then clouting him in. With Cooper at second and Johnny Scott in the outfield, the locals look much better for the series starting Saturday.

Yesterday's score by innings:

	1	2	3	4	5	6	7	8	9	R
Shanghai	3	2	0	2	2	3	0	0	0	12
New Orleans	0	0	1	0	0	0	0	0	1	2

Series On This Week

Saturday marks the start of the series which brings Shanghai against a navy team made up of the pick of the gunboats in port and the U. S. S. Albany, the 4th Philippine Infantry and the 15th Infantry of Tientsin. The Albany is expected here about Thursday from Vladivostok.

The Filipinos and the army team will arrive from Tientsin on the night train Thursday, will work out Friday and will be seen in action Saturday afternoon.

Arrangements for the ceremonies attending the opening game will be completed at a meeting of the Baseball Club Committee this afternoon at 5:30 o'clock. The meeting will be held at the Race Course. Several novel features are under way and the Committee has one or two attractions that will draw a crowd.

Tickets Not Going Well

The sale of tickets has been slow but this can be traced to the weather.

With the proceeds going to the Siberian Fund of the British Women's Work Association and the new American School little difficulty is anticipated in a record sale this week to members of all communities.

Locals Look Better

Shanghai will have a strong team for the series and the locals will be in good shape. The game against the Elcano this afternoon will be followed by a sham infield practice and the players will not lay off until Friday. A game will be played Wednesday afternoon against the sailors and possibly another on Thursday if the Albany reaches port in time. The New Orleans will not be here for the series as the cruiser relieves the Albany at Vladivostok, leaving this morning for the North. The Wilmington is due here in a few days from a river cruise.

Today's game starts at 3:30.

300,000 BASEBALLS FOR OVERSEAS BOYS

Y.M.C.A. Also Presents 10,000 Footballs In Four Months To American Soldiers

Three hundred thousand baseballs and more than 10,000 footballs were turned over to the A. E. F. recently by the Y.M.C.A. as a part of the $1,000,000 worth of athletic supplies it has furnished in less than four months to aid the American doughboys in their training for the inter-Allied games to be held in Paris in June, the Stars and Stripes of March 28 announces.

"Within a period of 105 days $1,039,886 worth of athletic supplies were placed in the hands of the A. E. F. in France by the department of athletics of the Y.M.C.A." says Stars and Stripes. "This is an average of approximately $10,000 for every day of the busy season that marked the determined effort of the Y.M.C.A. officials to put supplies in the hands of the men competing in the vast program outlined by the army in its late December general order.

"Of the vast amount, $721,000 was the sum of the value of all the supplies actually put in the hands of the various unit athletic officers for distribution to the doughboy himself. The balance of the sum, $318,000, was in the Paris district warehouse of the Y.M.C.A.'s department of athletics when it was turned over to the army's athletics officials deputised for that task by Col. Walt C. Johnson, chief athletic officer of the A.E.F. From March 15 on, all distribution of the athletic supplies included in the Y.M.C.A.'s million dollar order announced in late December will be governed entirely by the army.

Army Governs Distribution

"This was in accordance with the wishes of the Y. M. C. A.'s athletic heads and, upon their suggestion, other welfare agencies co-operated in the pooling of all athletic supplies to be placed at the disposal of Colonel Johnson's staff.

"The enormous sum finds some interesting summaries. For example, a total of 176,686 baseballs were distributed by the Y. M. C. A. and a total of 130,464 turned over to the army on March 15, a grand total of over 300,000 baseballs; 10,380 footballs were handed out to the units direct and 2,518 turned over to the army, a total of nearly 13,000 footballs; boxing gloves, 6,218 sets delivered to the men, 2,109 to the army; basketballs, 8,018 delivered to the men and only 500 left to be delivered to the army (an interesting point, showing the successful attempt of the Y.'s distributing agents to get out quick the seasonable supplies); soccer balls, 15,746 to the men, 5,105 to the army; volley balls, 8,454 to the men, 2,557 to the army; indoor baseballs, 14,223 to the men, 3,360 to the army.

"The distribution of the supplies to the men in the field, more than $700,000 worth in 105 days and the checking over of all the vast sum turned over to the army, more than $300,000 worth, was directed by A. W. Gelston, director of supplies of the Department of Athletics, Y. M. C. A."

Value Of Assists Is Not Understood

By An Expert

New York, June 2.—A correspondent in Philadelphia, J. B. Mortimer, asks how it is that players of the caliber of those at the New York clubs do not thoroughly understand the value of a hand for bidding or assists, since all the recent text books clearly state the conditions. He says:

"Milton Work in his 1919 edition, page 145, says that if the dealer's bid has been overcalled and his partner is asked to assist or pass, timid players lose opportunities, while the bold players continually overestimate the strength of their hands and create danger for the partnership.

"The player who declines to advance his own bid manifestly shows the minimum amount for the declaration, based on expectation of average assistance. This minimum is stated to be a suit headed by both ace and king, and unless the partner has more than average assistance he should not advance the contract. The ace king suit has already been stated by Work, page 47, as worth four tricks.

"He then gives the following as the values for cards in the dummy or assisting hand:

Any honor in trumps as good as Q.	1
And singleton	1
A. or K Q in plain suit	1
Five or more small trumps	1
A missing suit, to ruff	2

"Unless there are more than two values in the assisting hand Milton Work says the contract should not be advanced, but that it may be advanced one for each additional trick held when counted according to the foregoing table."

In order to illustrate how much the average player knows about these values, or the schedule adopted by those who count high cards at double value if you are going to play the hand, let us take the following deal, No. 15 in the duplicate game at the Knickerbocker on April 24, dealer south.

	H.—10 C.—Q 10 9 6 4 3 D.—10 S.—A 9 6 3	
H.—KQ 9 7 5 2 C.— D.—K Q 7 3 S.—K Q J	Z B A Y	H.—A 4 3 C.—J 5 2 D.—A J. 8 2 S.—10 5 2
	H.—J 8 C.—A K 8 7 D.—9 6 5 4 S.—8 7 4	

Z dealt. Counting his hand according to either system, he has 4 tricks, which is more than his share of the 13 to be played for, therefore he has a club bid. There are those who insist on five in suit, but that is not essential in the minor suits. Give Z five clubs, transposing the deuce of clubs and four of diamonds, and the result of the play remains the same.

A bids a heart. Now count Y's hand. Whether we are to count the honor in trumps in addition to the count for five or more trumps, Milton Work does not say. According to the table given above the hand is worth four tricks maximum. That is two more than average, or two assists.

According to modern methods the trumps are never worth more than a trick and a half unless headed by honors as good as the queen. Any further value depends on the use to which they can be put. In this case, Y can ruff the second round of diamonds, equal to a king, and he can count the ace of spades at double value, or two tricks; total 4½. As the average value of an assisting hand is 2½ under this system, Y has only one assist.

If the hand is played it will be found that this system is nearer the truth than Work's, because two by cards is all Y and Z can make. The ace king suit is worth a bid to make the odd, and Y's hand is worth a trick more.

It may be remarked in passing that many very good players do not believe a suit headed by ace king is worth four tricks. Theory based on belief is not worth much when confronted by the fact. In my analysis of 2,000 deals I found that such suits would produce 3,210 tricks. The same average held for suits headed by ace queen jack, or king queen jack.

Only two tables at the Knickerbocker game bid a club on Z's cards. At all the others the only bid made was one heart. At the tables at which one club started things this is what happened. When A bid a heart Y said two clubs, B two hearts and Z passed, showing, as Milton Work points out, that he had a minimum bid at the start. What follows shows that "by overestimating the strength of his hand Y created disaster for the partnership."

Y went to three clubs, and then to four and finally to five, overbidding his hand no less than three times. B doubled, and the contract was set for just those three tricks, 300 points. Here we have a concrete example of the general ignorance of the value of a hand. The dealer at some tables with a legitimate bid underestimates the trick taking powers of his cards and will not declare a club because he does not know four tricks when he sees them.

The partner at other tables when the club is bid will advance the contract to three tricks beyond its value because he does not know the limitations of his hand and does not recognise it as only one trick above average or one above what his partner expects him to hold when he makes the original declaration.

Given the minimum value for a bid and the minimum value for an average hand and the combination will win the number of tricks named, seven; sometimes more, sometimes less, but seven on the average right along. Given a player who does not know these values and, as Work says, he will either miss many opportunities by not bidding when he should, or will create disaster for the partnership by bidding when he should pass.

The disaster in this case is not because Z had not a club bid. It was because Y did not have three assists.

MARATHON DROPPED AS OLYMPIC EVENT

Not To Be Included In Program At Antwerp In September, 1920

No Marathon race in future Olympics! That is the rather startling dictum that comes from the International Olympic Committee and which will go into effect with the holding of the next Olympic in Antwerp, Belgium, in September of 1920. The information comes in a letter from a correspondent in London who is close to the athletic leaders of England. He writes:

"A mysterious report was published recently stating that the International Olympic Committee had met in Lausanne, Switzerland, and had decided unanimously to hold the seventh Olympic games in Antwerp next year. It was difficult to reconcile this decision with the grim declaration of the French authorities that not only was an Olympic meet undesirable before 1921, but that it would be impossible for them to compete, with the utter lack of knowledge by the great sports controlling bodies in England as to this speedy revival of the games. I am now able to give the first detailed pronouncement on the matter:

"The Rev. R. S. de Courcy Laffau was the British delegate at the Lausanne conference and he had given me an account of what happened. The countries represented were Great Britain, Belgium, Italy, Sweden, Portugal, Bohemia, Switzerland, Luxemburg and Brazil. There was no delegate from France, but the president of the international conference, Baron Pierre de Coubertin, is a Frenchman, and he expressed the opinion that the games would be supported by the French Government.

Swedes Threatened Action

"In addition, telegrams of approval on the decision reached were received from Holland, Norway and Spain. They were also in communication with America and there was no doubt that American athletes would compete. Mr. Laffau told me that the Scandanavian countries were so keen on international sport that Sweden would have organised an unofficial Olympic meet if they had not taken action. 'We felt that we must retain control,' he added, 'and as Belgium was eager and prepared to promote the games next year, we thought their wishes ought to be kindly considered.'

"Mr. Laffau hinted that the program as carried through at Stockholm in 1914 will be modified. The Marathon race is to be abandoned. It was open to serious objection on medical grounds. There would never have been a Marathon if the first games had not been held in Athens. It was understandable there, but elsewhere it is not wanted. Personally I am in favor of more than team competitions and I think the conference shares this view.

"Mr. Laffau has no doubt that England will liberally support the games, which will probably take place early in September. Thanks to the army's practical sympathy with sport during the war, we have never had such an abundance of talent as at present. Needless to say the conference agreed not to accept entries from Germany, Austria-Hungary, Turkey or Bulgaria."

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A French Remedy for all Irregularities. Thousands of ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who have used them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 8/- from MARTIN, Chemist, SOUTHAMPTON ENG.

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36 Nanking Road. Tel. 1928

Football Field Made Soldiers

Continued from Page 2)

ed men cave in when they first feel it under great stress. It also teaches a man to ignore minor injuries which to a man unused to hard knocks might appear serious.

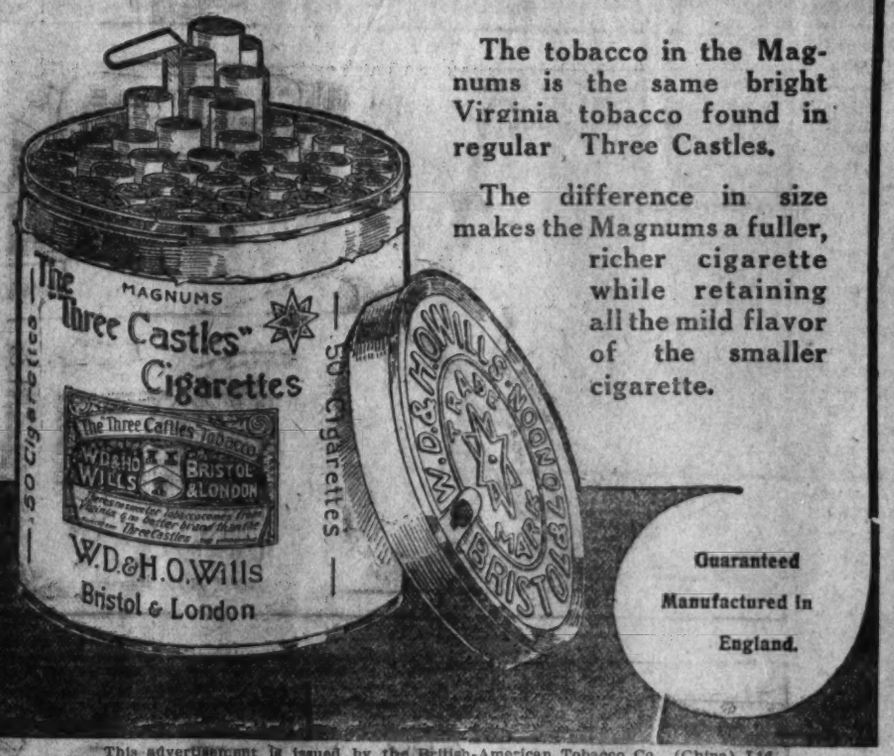
Football develops generalship and leadership qualities, and the tactics and strategies used on the battlefields of Europe bear witness to the similarities of activities on the gridiron and on the battlefield. In fact, the similarity of a football game to war is very striking, as I have before pointed out. Each scrimmage represents a battle in which the opposing forces are lined up opposite each other, one side defending itself against the attack of the other. The lines represent the infantry and the backs can be likened to the cavalry, quick moving and able to charge the enemy at any spot or to rush to the support of any position attacked. The quarterback, or general, of the side making the attack studies well the defense of the enemy and decides whether to force their center, turn their flank by quick movement, deceive him with a fake movement in one direction while the real attack is made in another spot, bombard them with forward passes or transfer the battle to a more favorable spot by a punt. When the regulars are exhausted the fresh reserves are rushed in to take their places and drive back any advantage gained.

No more will we have to defend football from the attacks of the hothouse, library grown educators who have now and then bobbed up in the past and shouted that football was too brutal and rough and should be abolished.

The "Three Castles" Virginia Cigarettes

MAGNUMS

Better because larger.



The tobacco in the Magnums is the same bright Virginia tobacco found in regular Three Castles.

The difference in size makes the Magnums a fuller, richer cigarette while retaining all the mild flavor of the smaller cigarette.

Guaranteed Manufactured in England.

This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE) ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast K	Slow	Goods & Coolie	Local	Express R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jenfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Sicawei ..... dep.	....	7.58	9.23	10.38	....	15.13	16 13	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.58	....	15.30	16.29	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Songkiang ..... dep.	....	8.59	10.48	12.02	....	16.07	17 42	....
Kashai ..... dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kaking ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yahsh ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan ..... dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow ..... dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast K	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14 10	15.30
Hangchow ..... dep.	....	....	7.00	8 30	....	0 00	14.35	16.05
Changan ..... dep.	....	....	8.04	9 48	....	11.40	15 20	17.36
Yahsh ..... dep.	....	....	8.41	10.31	....	12 39	15.51	18.40
Kaking ..... dep.	....	7.15	9.28	11.22	....	14 10	16.39	19.30
Kashai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep	*8.16*	*10.38*	*11.36*	*14.08*	*15.33*	*17.23*	*18.23*	...
Shanghai South ..... arr.	*8.35*	*10.55*	*11.53*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10 38	11.36	14.05	....	17.18	18.20	....
Sicawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.28	....
Jenfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ..... arr	....	11.01	12.05	14.35	....	17.55	18.5	...

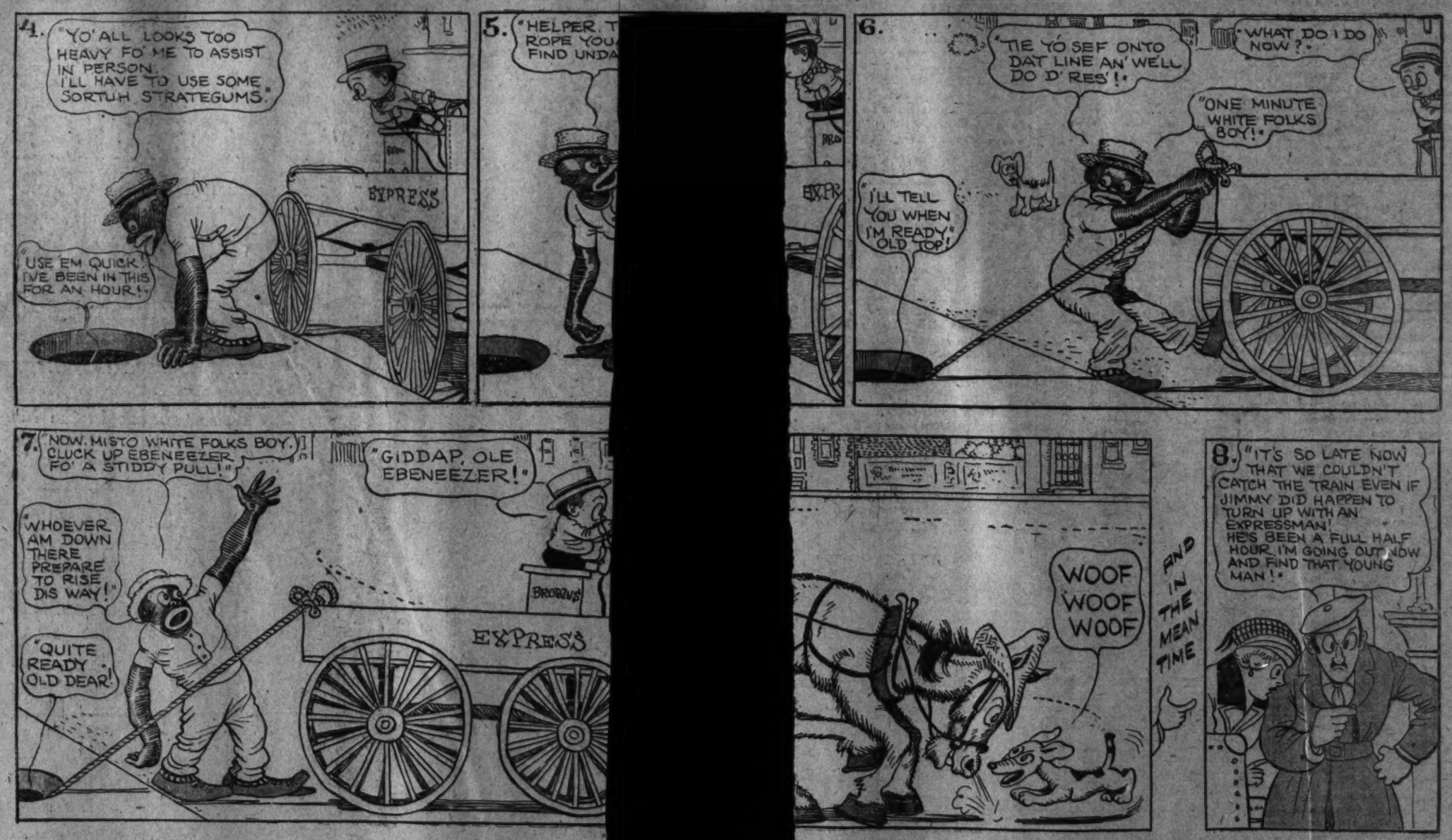
KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao..	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

Little Jimmy

1.
"JIMMY, WE ARE ALL READY TO GO ON OUR VACATION TRIP EXCEPT THE EXPRESSMAN HAS FAILED TO CALL FOR THE TRUNKS. YOU GO OUT AND GET ONE WHILE I TELEPHONE ABOUT OUR RESERVATIONS!"
2.
"HEY! MY PAPA WANTS YOU TO COME AN' TAKE HIS TRUNKS FOR OUR VACATION!"
BROWN'S EXPRESS
NZZZZ
3.
"LE'S STOP. THERE'S SOMEONE CALLIN' FOR HELP!"
"WHOA, EBENEEZER!"
EXPRESS
"HELP!"


4.
"YO' ALL LOOKS TOO HEAVY FO' ME TO ASSIST IN PERSON. I'LL HAVE TO USE SOME SORTUH STRATEGUMS."
EXPRESS
"USE 'EM QUICK! I'VE BEEN IN THIS FOR AN HOUR!"
5.
"HELPER. T
ROPE YOU
FIND UNDA
6.
"TIE YÓ SEF ONTO DAT LINE AN' WE'LL DO D' RES'!"
"WHAT DO I DO NOW?"
"ONE MINUTE WHITE FOLKS BOY!"
"I'LL TELL YOU WHEN I'M READY" OLD TOP!
7.
"NOW, MISTO WHITE FOLKS BOY. CLUCK UP EBENEEZER FO' A STIDDY PULL!"
"GIDDAP, OLE EBENEEZER!"
"WHOEVER AM DOWN THERE PREPARE TO RISE DIS WAY!"
"QUITE READY OLD DEAR!"
BROWN'S EXPRESS
WOOF WOOF WOOF
AND IN THE MEAN TIME
8.
"IT'S SO LATE NOW THAT WE COULDN'T CATCH THE TRAIN EVEN IF JIMMY DID HAPPEN TO TURN UP WITH AN EXPRESSMAN! HE'S BEEN A FULL HALF HOUR. I'M GOING OUT NOW AND FIND THAT YOUNG MAN!"
9.
"WHOA EBENEEZER!"
"MY WORD! I'M QUITE OUT!"
E ME
NEEZER!"
YOWP YOWP YOWP
10.
"AN' THEN THE MOUNTED PLEECEMANS HORSE RUN AWAY WITH TH' PLEECEMAN AN HE RUNNED UP ALONGSIDE OF EBENEEZER AN' THE PLEECEMAN GRABBED EBENEEZERS BRIDLE AN' NEN I STOPPED THE BOTH OF THEM!"
SWINNERTON